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COMMENT

WHY WE'LL BE SEEING MORE MERGERS AND ACQUISITIONS FROM CAR FIRMS

"IF WE FIND areas where partners and co-operations make sense to give better cars to customers and returns to shareholders, I'm very open." So says Fiat Chrysler Automobiles boss Mike Manley on the topic of mergers.

"If the opportunity comes, we will consider it," says PSA Group chief Carlos Tavares on the same subject.

And with Robert Peugeot, chairman of PSA's holding company, saying that it would support a merger or acquisition with FCA, is such a deal a question of when not if?

Read what Tavares, surely the industry's most successful leader of the past few years, says about the challenges facing the European car business (p22), and such super-mergers seem inevitable. The investments needed to create cars that meet upcoming emissions legislation are so vast.

A PSA-FCA merger would give the former the US market access it craves, and help address the future investment concerns for both car makers in Europe. Win-win, it seems.

Yet there's another car company PSA has been linked to: Jaguar Land Rover. PSA's track record, the absence of brand overlap and JLR's troubles make it a tantalising prospect.

Mark Tisshaw Editor
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NEVER MISS AN ISSUE
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EDITOR'S PICKS

WRONG WAY ROUND?
BMW 1 Series ditches rear-wheel drive for front. We get a taste, p28

TICK THEM OFF
As the clocks go forward, we plan your summer bucket list, p44

£0
That's how much you'll lose if you buy one of these used cars, p64

Model shown is an All-New Focus Active X Estate 1.0T 125PS Petrol Manual with optional LED Headlights and Convenience Pack. Fuel economy mpg (l/100km): Combined 45.6 (6.2). *CO_2 emissions: 111g/km.

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SEARCH: FOCUS ACTIVE

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Fiery 400bhp R Plus in line to be flagship for new Golf

Four-wheel-drive mega-hatch has the backing of VW boss as Merc-AMG A45 rival

Volkswagen's R performance division has reignited a development programme on a "close to 400bhp" Golf R Plus model as a range-topping rival to the Mercedes-AMG A45 and Audi RS3.

The four-wheel-drive machine would sit above the planned Golf R version in the line-up of the eighth-generation model. Under its skin, it would rely on hardware and technology from the seventh-generation Golf R400 concept shown in 2014 and the Golf TCR race car developed by Volkswagen Motorsport.

The secret model is being developed alongside the standard version of the new Golf R at VW's R&D headquarters in Braunschweig, Germany.

VW insiders have claimed it will be the "most extreme and powerful Golf yet". As an indicator of its potential performance, they pointed to the supercar-like acceleration and top speed of the R400, which was claimed to have a 0-62mph time of just 3.9sec and a 174mph top speed.

A source added: "We're looking at introducing a new 'halo' performance model that would offer a level of performance beyond that of the next Golf R."

The new Golf R Plus has not yet been approved for production, but Autocar has been told that it has the support of VW boss Herbert Diess. If it gets the go-ahead, it is likely to join the VW line-up after the new Golf R goes on sale in 2020, at a price similar to that of the £45,250 RS3.

Highlighting the advanced state of the Golf R Plus development programme, VW officials confirmed that a styling proposal for the variant has already been completed. It features a considerably more aggressive appearance than the standard version of the next Golf R, with broader front wings that, insiders say, have been adopted in combination with a widened front track.

The next-generation Golf will be produced as a five-door only, so both the Golf R and R Plus will be offered in that bodystyle alone.

At the heart of the secret new range-topping Golf is a highly tuned version of the Volkswagen Group's EA888 petrol engine. In the new Golf R, the Audi-developed turbocharged 2.0-litre unit is planned to deliver around 320bhp. But with a range of power-enhancing measures, the engine could ultimately provide the Golf R Plus with between 380bhp and 400bhp.

Originally a project of Volkswagen's former head of petrol engine development, Friedrich Eichler, the powered-up four-cylinder was first showcased in the R400 concept with 395bhp and 332lb ft at the 2014 Beijing

> “It’s likely to incorporate a drift mode similar to that in the new Mercedes-AMG A45”

AUTOCAR IMAGE

More aggressive R Plus styling includes widened front wings

VOLKSWAGEN’S HOTTEST GOLFS

Golf R (2017)
The outgoing Golf R was billed as the ‘ultimate Golf’, with four-wheel drive, upgraded suspension, a lower ride height and a 306bhp version of VW’s EA888 powerplant. An optional Performance pack included further tweaks to reduce weight and increase downforce.

Golf R400 concept (2014)
The ‘mega-hatch’ concept that inspired the R Plus was unveiled in 2014 with a 395bhp version of the EA888 engine taken from the Audi TT. It also had four-wheel drive and weighed 1420kg, giving it a power-to-weight ratio of 278bhp per tonne.

Golf W12-650 prototype (2007)
This one-off used the 6.0-litre W12 engine from the Phaeton, mid-mounted in place of the rear seats and driving through a six-speed automatic gearbox. It produced 641bhp and gave a 0-62mph time of 3.7sec and a 202mph top speed.

SPY SHOT
VOLKSWAGEN GOLF

motor show. That model was closely considered for production.

An even more powerful version of the EA888 with added turbocharger boost pressure and other changes was featured in the Audi Quattro Sport concept, which made its debut at the Geneva motor show in 2014. In that car, it offered 414bhp and 332lb ft of torque.

Both projects were placed on hold due to the Dieselgate emission scandal until VW’s head of development, Frank Welsch, decided to revisit the ideas behind the R400 in 2018.

New developments brought to the engine of the Golf R Plus include a particulate filter. Like the next Golf GTI, though, it is thought to eschew mild-hybrid electric motor boosting.

As with the standard version of the new Golf R, drive is set to be channelled through a standard-fit seven-speed dual-clutch gearbox and a sixth-generation version of VW’s 4Motion four-wheel-drive system. That set-up will now feature fully variable control that constantly alters the amount of drive being sent to the front and rear axles.

The new four-wheel-drive system is likely to operate in combination with VW’s EDS and XDS+ electronic differential locks and a multi-stage ESP stability control system incorporating a drift mode similar to that set to appear on the new A45.

News of the new Golf R Plus comes as VW is preparing to extend the number of R models it offers, starting with the T-Roc R, which made its public debut at the recent Geneva motor show.

GREG KABLE

OFFICIAL PICTURES

Cayenne Coupé guns for X6

Porsche SUV will wield 542bhp for 0-62mph in 3.9sec and 178mph in Turbo guise

The new Porsche Cayenne Coupé, a rakishly restyled version of the brand's largest SUV, will take direct aim at the BMW X6 and Mercedes-Benz GLE.

Key styling changes over the 'regular' Cayenne include the adoption of a shallower windscreen and a more heavily curved roofline that extends back to form an integral part of a large liftback-style tailgate.

Redesigned rear doors and wider bumpers also bring an additional 18mm in width, while the rear numberplate has been repositioned into the bumper.

As with the Cayenne, the Cayenne Coupé has an active rear spoiler. It works in combination with a roof spoiler, extending by 135mm at speeds above 56mph to provide additional downforce.

"The Coupé includes all the technical highlights of the current, third-generation Cayenne but has a design that is more progressive, athletic and emotional," said Porsche boss Oliver Blume.

The Cayenne Coupé will be sold initially with the choice of two petrol engines. Other options, including a pair of petrol-electric plug-in hybrid drivetrains shared with the second-generation Panamara, are expected to be added to the new line-up by the end of the year as part of Porsche's electrification push.

The entry model is powered by a turbocharged 2.9-litre V6 producing 335bhp and 332lb ft of torque. In combination with a standard eight-speed automatic gearbox, it has a claimed 0-62mph time of 5.9sec and a top speed of 151mph.

Higher in the line-up, the Cayenne Turbo Coupé is fitted with a twin-turbocharged 4.0-litre V8. With 542bhp and 568lb ft of torque and the same gearbox as its lesser sibling, it has a claimed 0-62mph time of 3.9sec and a 178mph top speed.

The BMW X6 M, powered by a 567bhp twin-turbocharged 4.4-litre V8, and the Mercedes-AMG GLE 63 S Coupé, with its 577bhp twin-turbocharged 4.0-litre V8, possess the same claimed 0-62mph time of 4.2sec and a governed top speed of 155mph.

The new Cayenne Coupé has a four-seat layout, including a newly designed rear bench with two individual seats divided by a central armrest as standard. Buyers can also specify an optional three-seat bench in the rear for no additional cost.

Rear occupants sit 30mm lower than in the Cayenne, which ensures there is "plenty of head room", according to Porsche, despite the more sporting roofline.

Boot capacity is put at 625 litres, rising to 1540 litres when the rear seats are folded down. This is respectively 145 litres and 170 litres less than in the Cayenne. The Cayenne Turbo Coupé's boot offers slightly less space, at 600 litres, or 1510 litres with the rear seats down.

By comparison, the soon-to-be-succeeded second-generation X6 provides 550 litres of boot space and the current GLE Coupé has 690 litres.

Entry-level and Turbo models will arrive in May

Q&A OLIVER BLUME, CEO, PORSCHE

Why make the Cayenne Coupé now?
"The inspiration comes from the 911. By cleverly creating derivatives, we have shown how you can keep interest up in a car."

Are there other derivatives to come, then?
"We can go further, yes. We have some ideas in an even more sporty direction, for instance."

Would you consider a three-door coupé?
"No, that's not in the plan."

You'll launch an electric Macan in 2021, alongside a petrol model. How long will that continue?
"For at least two years. At that point, we can decide whether to upgrade the combustion engines to the new Euro 7 [emissions] standard or go full electric."

How many deposits for the Porsche Taycan do you have now?
"Around 20,000 have paid. Production was set at 20,000 cars a year. We may have to raise that."

When will you launch hybrid or electric sports cars?
"We have prototypes of the 718 running in electric now and a hybrid prototype is being built. If you look to the next generation of those cars, it is possible they will be plug-in hybrid or hybrid."

Is it decided that the next 918 Spyder hypercar will be fully electric?
"No – but it's some way off, because if it is electrified, then battery performance is not where we need it yet."

Rakish Cayenne Coupé is priced from £62,129

PORSCHE HAS TIMED THIS PERFECTLY

JIM HOLDER

In many regards, Porsche has been slow to the coupé SUV market. After all, BMW has been there for more than a decade with the X6.

But perhaps – as so often – Porsche's timing is spot on. Whereas early movers attracted ridicule, Porsche arrives as sales in the sector are taking off, and where global tastes – rather than the extremes of markets such as Russia and China – are open-minded to what's on offer. The potential for widespread success is there for the taking.

It's little wonder Porsche's product planners predict that the Cayenne Coupé will account for 25% of all Cayenne sales, which totalled just more than 74,000 cars in 2018, and which are expected to rise again off the back of this launch attracting yet more buyers.

It's hard to believe, but the Cayenne was once the most controversial Porsche ever launched. Now the firm has landed a coupé variant with barely a naysayer raising a voice, and even those who do are sated by the knowledge that the epic profits generated are being ploughed into safeguarding the future of cars like the 911.

Coupé shares much inside with existing Cayenne

Up front, the dashboard, digital instruments display, touchscreen infotainment system and other controls are all shared with the Cayenne, alongside which the Cayenne Coupé is produced at Porsche's Leipzig factory in Germany.

The Cayenne Coupé comes with a panoramic glass roof with an integrated roller blind as standard. Buyers will also be able to order the new Porsche with an optional contoured carbonfibre-reinforced plastic roof similar in style to that featured on the 911 GT3 RS.

The optional roof is available as part of one of three lightweight sports packages, which also include unique exterior design detailing, 22in wheels, carbonfibre and Alcantara interior trims and, for the top-of-the-line Cayenne Turbo Coupé, a sports exhaust.

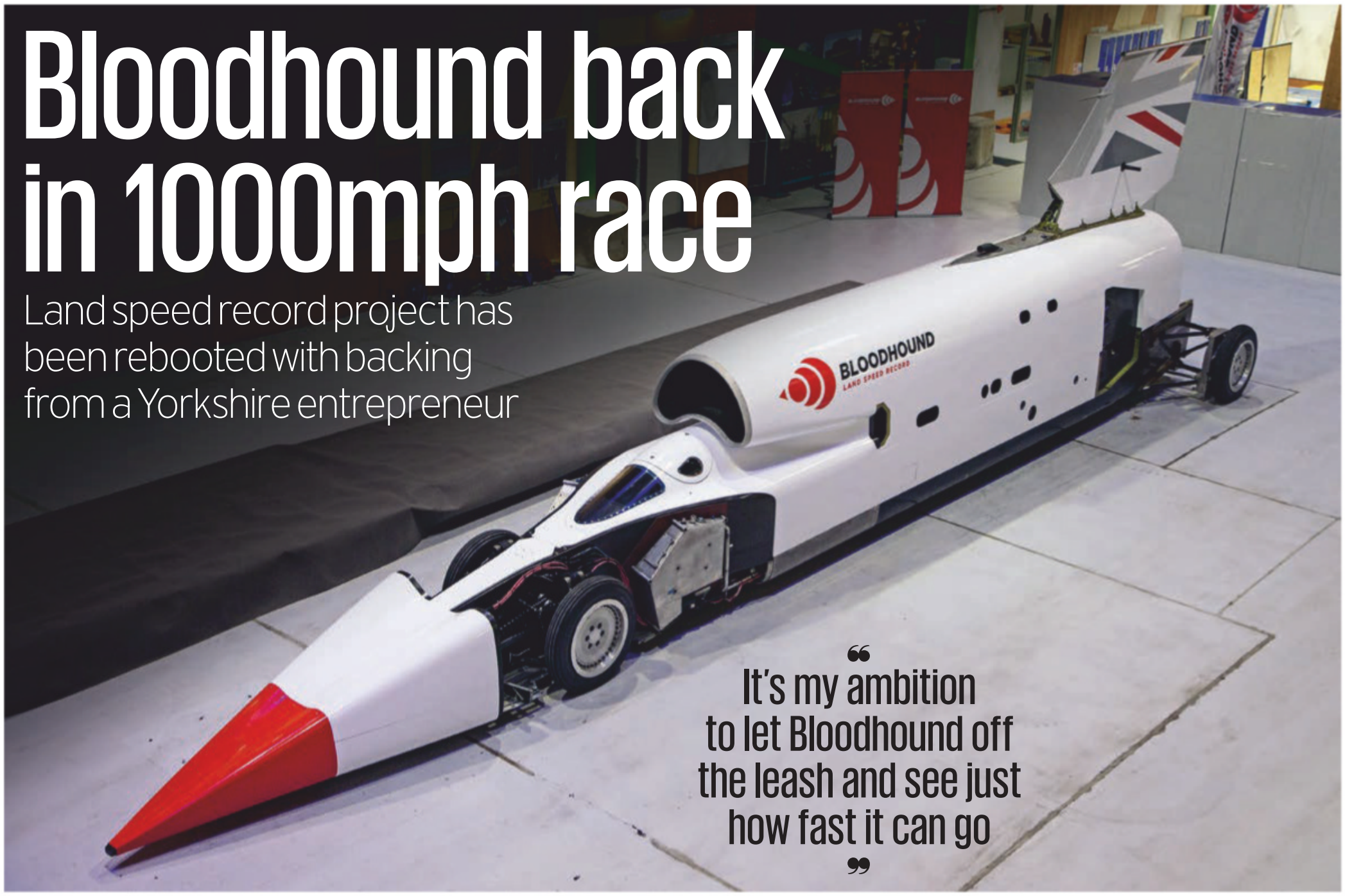
Porsche has yet to detail the changes it has made to the suspension of the Cayenne for the Cayenne Coupé, but all models will receive speed-sensitive power steering plus 20in alloy wheels, Porsche Active Suspension Management (PASM) and the Sport Chrono package as well as Park Assist and a reversing camera as standard.

Prices start at £62,129 for the Cayenne Coupé and £104,729 for the higher-spec Cayenne Turbo Coupé, with orders open now ahead of deliveries in May.

GREG KABLE

Bloodhound back in 1000mph race

Land speed record project has been rebooted with backing from a Yorkshire entrepreneur



> “It's my ambition to let Bloodhound off the leash and see just how fast it can go”

The Bloodhound 1000mph land speed record project has been relaunched with a new base and livery – and the project's new owner has vowed to let it “off the leash” and start high-speed testing as soon as possible.

The project appeared to strike terminal trouble late last year, after entering administration, until Yorkshire entrepreneur Ian Warhurst rescued it. Bloodhound has been rebranded, refinanced, repainted and moved to new headquarters in Gloucester.

Warhurst told Autocar that when he made contact, the administrators were “on the point of cutting the car up and sending it away for scrap”.

He added: “They put it off so I could come and see the car. I knew I couldn't leave without doing some kind of deal.”

The core team that built the car over the past decade is already at work reinstating previously laid plans to set a new land speed record at Hakskeenpan in South Africa and then press on to beat the 1000mph barrier.

Rebranded as Bloodhound LSR (for ‘land speed record’), the machine is being prepared for high-speed tests in South Africa, following runs at up to 200mph at Newquay Airport last year. The project will be based in new premises in the SGS Berkeley Green University Technical College, in Berkeley, Gloucestershire.

The car's new livery, with its white body, is intended to encourage new investors in the project, with title and livery sponsorships being offered.

Warhurst has established a new company, Grafton LSR Ltd, to run the project. Warhurst is joined in the new company by familiar faces such as driver Andy Green and chief engineer Mark Chapman, along with many others from the original team “to provide continuity”. The team also now includes commercial director and ex-Formula 1 money man Ewen Honeyman, whose job will be to find new backers.

Warhurst was eight days into his retirement when he heard by text from his son last December of Bloodhound's demise. For the time being, he has pledged to provide “the cash flow to keep the project on track” until extra backers are found. Warhurst recently sold Melett, a turbocharger parts and equipment supplier of which he was the owner and managing director.

“I have been overwhelmed by the passion and enthusiasm the public has shown for the project,” said Warhurst. “Over the past decade, an incredible amount of hard graft has been invested in this project. It would be a tragedy to see it go to waste. It's my ambition to let Bloodhound off the leash and see just how fast it can go.”

The former boss of the Bloodhound project, Richard Noble, will not participate on Bloodhound's engineering side but will continue to work on its educational aspects. He said: “It was a hard fight to create the Bloodhound car, the largest STEM [science, technology, engineering and maths] programme in the UK, the public engagement programme and the 1000-man-year desert preparation. Our weakness was always finance but now, with Ian Warhurst, the team has the support it needs to drive forward.”

STEVE CROPLEY

Q&A ANDY GREEN, BLOODHOUND DRIVER AND LSR HOLDER

What next for Bloodhound?
“We did all we could at the Newquay tests, so now we have to go to South Africa for some high-speed running. The team is already refreshing the arrangements we made last time.”

What are your feelings?
“You'd expect me to say I'm excited, but the truth is I never really got depressed because we never truly got to the fire sale stage. I knew this was the Christmas bargain of the century – and so did Ian Warhurst.”

Is Ian Warhurst your kind of person?
“We're all getting on really well. When Ian saw the car in its new livery for the first time, he walked around like the proud father.”

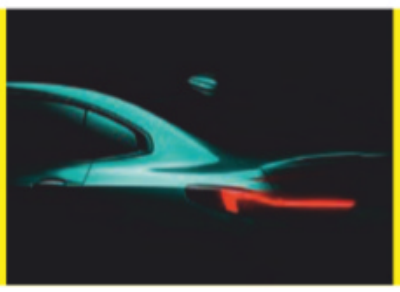
How much of the old Bloodhound team remains?
“Most of them, actually. There's a great feeling of the best of former times, mixed with a confidence that we really do have financial stability and can reach our objectives this time.”

NEW LISTER ROADSTER TO TOP 205MPH

Lister's new LFT-C is a limited-run drop-top version of its Jaguar F-Type-based LFT-666. Priced from £139,000, the 666bhp convertible is powered by a supercharged V8, with a top speed in excess of 205mph. Just 10 units will be built.

FIRST GLIMPSE OF 2 SERIES GRAN COUPE

BMW has released the first preview image of the new 2 Series Gran Coupé. The four-door, which will share a platform with the next-generation 1 Series, is due to be revealed at the Los Angeles show in November before going on sale in 2020.



Tech to stop drink/drug driving

VOLVO WILL FIT driver monitors, which could lead to drunk and drugged people being prevented from driving, to all models as standard from the early 2020s.

The initiative is part of the firm's ambition to ensure zero road fatalities in new Volvos and follows the decision to introduce a 112mph top speed on all its new vehicles from 2021.

The monitoring system will be able to detect if the driver is drunk or drugged, has fallen asleep or is distracted. Mild signs of incapacity could be linked to a dashboard warning, with a phone call from Volvo's On Call centre for more severe cases – with the potential that they could directly intervene to stop the car in extreme cases.

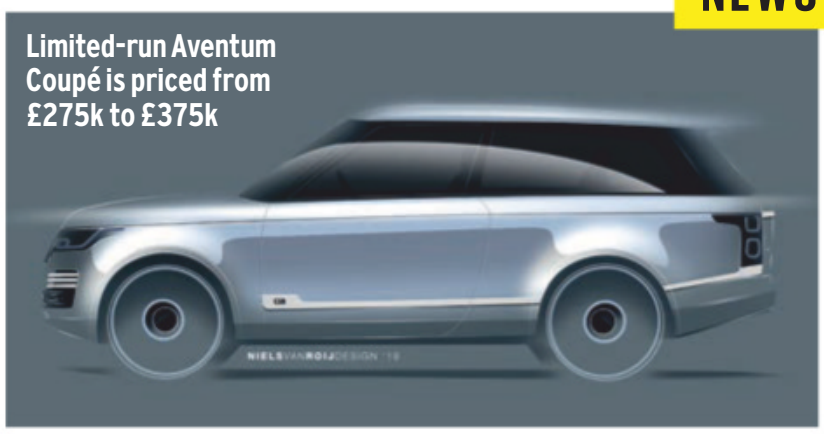
Volvo boss Håkan Samuelsson said he hopes the systems will spark an ethical debate. He added: "When we have the technology to see if someone is distracted or drunk, should it be their personal freedom or human right to drive the car?

"Do we have the right to tell the driver to please go home or sleep, or stop the car? That's a discussion about how far you go on the Big Brother mentality by saying no."

Tests are being conducted using an XC90 fitted with a battery of cameras to build up the data needed.

Cars built on the next iteration of the firm's scalable SPA2 platform and launched in the early 2020s will be the first to have the system.

Talking about Volvo's decision to limit the top speed of its cars, Samuelsson said: "We will come to a point where speeding is seen as bad as, say, smoking on an aeroplane, and you have to ask whether speeding is someone's freedom or his human right, or whether we have a right to stop it."



Limited-run Aventum Coupé is priced from £275k to £375k

UK FIRM CREATES BESPOKE RANGE ROVER COUPE

LONDON-BASED coachbuilder Niels van Roij Design has revealed a new Range-Rover-based Adventum Coupé, which sports an extended two-door design reviving the concept of the recently axed Range Rover SV Coupé.

Just 100 examples will be produced, priced between £275,000 and £375,000 depending on the specification of the base vehicle. This makes it at least £35,000 more expensive than the SV Coupé would have been before it was ditched, ostensibly to allow Land Rover to focus resources on its mainstream models.

The Adventum's hand-built body is aluminium and it will feature a custom-made interior.

Aside from the lack of rear doors, the Adventum is marked out by a new front grille and exterior badges displaying the name of its designer in place of the Range Rover branding.

Construction of each Adventum Coupé will take around six months.

Suzuki to rebrand Toyota hybrids as part of new tie-up

TOYOTA WILL PRODUCE Suzuki-badged hybrid versions of the RAV4 and Corolla estate as part of a new wide-ranging collaboration between the two firms.

The new Suzuki cars, due to go on sale late in 2020, will be additions to the firm's European range, providing it with the chance to grow its market share – with hybrid systems that will help it to meet future CO_2 targets.

The two models are part of a wide-ranging partnership that has been in the works since 2017 and will initially focus on Toyota's electrified tech and Suzuki's expertise in compact vehicles.

While Suzuki will gain the two new European models and the use of Toyota hybrid engines globally, Toyota will adopt Suzuki's newly developed compact vehicles' engines in as yet undetermined small vehicles in Europe. Toyota will build its own versions of the engines.

In a boost to UK manufacturing, the Corolla estate-based Suzuki will be built alongside the Corolla at Toyota's Burnaston plant. The addition of the new model is not expected to increase the number of people employed at the Derbyshire facility. The hybrid powertrains will be produced at Toyota's Deeside facility.

Marvin Cooke, head of Toyota's UK manufacturing division, said: "Seeking to produce additional volume for other manufacturers is one example of all the efforts we are making to keep our UK manufacturing operations as competitive as they can be."

The two firms will also work to develop a number of hybrid and compact vehicles for the Indian and African markets. The agreement also includes them looking at conducting joint future research, particularly in areas of development and production, although it also calls for the two firms to "continue to compete freely and fairly against each other".

Suzuki is set to repurpose the RAV4 and Corolla estate

TWO SPECIALS JOIN JAG F-PACE LINE-UP

Jaguar has launched two F-Pace special editions. The 300 Sport has exterior style tweaks, 22in alloy wheels and yellow brake calipers and costs from £53,980. The Chequered Flag is based on the existing R-Sport and costs from £46,995.

FISKER UNMASKS TESLA MODEL Y RIVAL

US EV start-up Fisker, led by ex-BMW designer Henrik Fisker, has given a glimpse of its new Tesla Model Y rival due on sale in the US in 2021 for less than $40,000 (£30,200). The SUV will have an 80kWh battery and a range of close to 300 miles.

Tucson gets N Line treatment

Sporty version of Hyundai's top-selling SUV paves the way for a full-blooded N variant

Hyundai has previewed a possible hot Tucson N SUV with a performance-honed N Line version.

Due on sale in the UK later this year, the Tucson N Line features a stiffened chassis, revised bumpers, new black-painted 19in alloy wheels and a restyled interior. It is the first of Hyundai's SUVs to get the N Line treatment and follows the i30 N Line hatch.

Thomas Bürkle, Hyundai's European design chief, described the new machine as "an understated sporty car". The firm's best-selling model has been restyled with a more muscular look, including a new front bumper, dark chrome grille, revised LED headlights and twin exhausts.

Inside, the dark theme continues with bucket-style seats trimmed in breathable microfibre cloth, while red stitching for the steering wheel, dashboard and gear selector provides a visual highlight.

The front suspension is 8% stiffer and the rear 5% stiffer than standard and software changes in the electric power steering are designed to "give a slightly more direct, linear feel at the wheel".

In the UK, the Tucson N Line will be offered with a 136bhp 1.6-litre diesel engine equipped with 48V mild-hybrid technology. This set-up results in WLTP fuel economy of between 41.1mpg and 51.3mpg and CO_2 emissions that range from 110g/km to 118g/km. There will also be a 175bhp 1.6-litre turbo petrol N Line.

The pricing has yet to be finalised but the N Line is expected to sit between the £25,445 SE Nav and the £27,945 Premium trim levels.

JULIAN RENDELL

Makeover includes black wheels and twin exhausts

EXCLUSIVE PICTURES

Dark chrome grille and new front bumper add to its sporty look

Skoda looks to create value version of VW's ID hatch

A LOWER-COST electric Skoda based on the Volkswagen Group's MEB platform is under consideration, according to the firm's boss, Bernhard Maier. The new EV would be a sibling car to the VW ID hatch and recently revealed Seat El-Born.

The first model to be launched on the VW Group's MEB electric car platform will be the Golf-sized ID hatch later this year and Maier said Skoda is evaluating its own version, likely to arrive after 2022.

"We are looking for a lower-specced car," he said. "Once we have a positive business case, we can come up with a clear solution."

He added: "We want to do a car equivalent to the ID hatch or El-Born, but it has to be one step after another. We have a clear product target."

An electric Skoda Citigo with 186 miles of range will be launched this year, before a production version of the Vision iV coupé crossover concept goes on sale in 2020.

As reported by Autocar last year, there will be two derivatives of that car: a standard SUV and a coupé SUV.

Maier said: "We have two MEB cars. One is the basis. One is the derivative."

Both models will arrive before the end of 2022 as part of a strategy to launch 30 new models by that date, including more than 10 electrified cars.

Vision iV concept will spawn two SUV derivatives

VRS CARS TO PLUG INTO HYBRID TECH

Skoda boss Bernhard Maier has hinted that future hot vRS models are set to feature plug-in hybrid (PHEV) powertrains.

Maier said the Skoda Vision RS PHEV concept shown last year "demonstrates how Skoda will develop the vRS idea in the future".

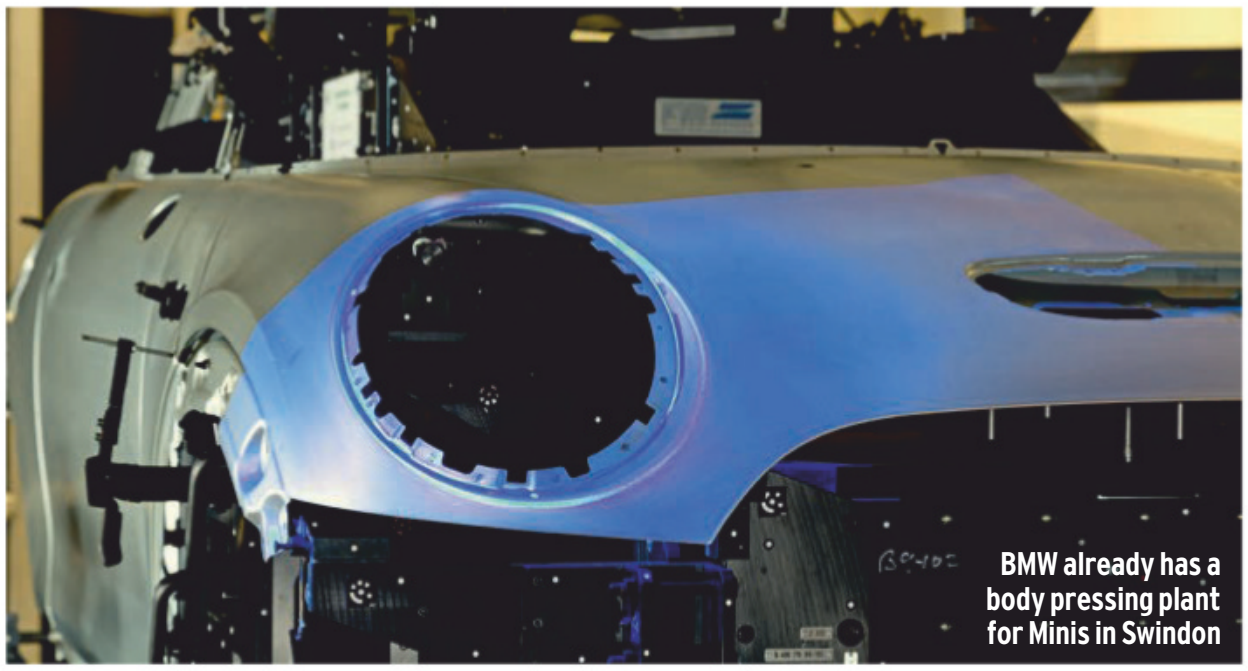
The Vision RS's styling gave clues to the design of the now-revealed Scala hatchback, but the powertrain hints at future RS models.

"In this transformation stage from combustion to electrification engine, we have to think of a new idea for vRS, which is why we introduced Vision RS," said Maier. "That is an idea of how the development will go further."

The Vision RS's plug-in hybrid powertrain combines a 1.5-litre turbocharged petrol engine with an electric motor to offer a total output of 242bhp.

A version of this set-up is expected in Skoda's first production PHEV, the updated Superb due this year.

Red stitching adds relief in the dark, sports-themed cabin


BMW already has a body pressing plant for Minis in Swindon

BMW linked to Honda Swindon

BMW IS SAID to be looking at transferring more car production to the UK in light of booming demand for the X1 SUV, among other models – and it is considering taking over the Honda plant in Swindon, according to Autocar sources.

The Honda factory is currently scheduled to close in 2021 when production of the Civic ends, but sources understand BMW is in discussions to take on the site after that date. BMW sources have refused to comment.

There are a number of reasons that BMW is said to be looking closely at expanding its operation in the UK, including the highly integrated production system already in place here.

BMW builds Minis, which are based on the UKL1 transverse-engine platform, at Oxford, using engines from its Hams Hall plant near Birmingham and body panels from its pressing plant near Swindon.

Currently, BMW also contracts Mini production to the VDL Nedcar factory in the Netherlands. Last year, VDL said output rocketed from 169,000 cars in 2017 to more than 200,000, due to the launch of the new BMW X1, based on the same architecture as the Mini family.

X1 demand is very strong, accounting for more than 13% of all global BMW sales.

Autocar recently revealed some 1 Series production could be moved to the UK, a car BMW sold around 200,000 units of globally last year.

Another clue that BMW is preparing to re-allocate UKL production appears on the VDL company website, where it states it expects fewer orders from BMW next year and, perhaps, in the years beyond that. The company has reduced its flexible workforce by more than 1000 employees.

BMW has also obtained outline planning permission to extend its Swindon pressing facility.

BMW insiders remain tight-lipped, admitting only that "some reorganisation" is being considered at Mini Oxford.

With BMW selling around 687,000 UKL1-based cars last year – made up of the 1 Series, 2 Series, Mini, X1 and X2 – basing much of this in one place would make huge financial sense, as well reducing the length of supply lines post-Brexit.

Autocar understands the Oxford plant is currently running flat out, hitting a daily production rate of 1100 cars.

JLR defeats Evoque copycats in China

JAGUAR LAND ROVER has scored a landmark win in a long-standing court case in China against a firm that produces a copycat version of the Range Rover Evoque.

The Beijing Chaoyang district court ruled that Jiangling Motor Corporation's Landwind X7 (pictured below) copied five unique features from the Evoque. It ordered that sales and manufacturing of the X7 must stop immediately and Jaguar Land Rover must be paid compensation.

The X7 was launched in 2015 and priced from around £14,000, significantly undercutting the Evoque.

The verdict could be hugely significant, because China had previously long refused to take action against local firms for producing look-alike versions of models from overseas brands.

Aston lifts the veil on new DBS GT Zagato

ASTON MARTIN HAS given a first glimpse of its new DBS GT Zagato, which will be limited to 19 models and celebrates the DB4 GT Zagato.

The machine is an extensively reworked version of the DBS Superleggera, with styling cues from the original DB4 GT Zagato that include a double-bubble roof, revamped bonnet and unique wheel, headlight and grille design.

The coupé special is due in late 2020 and available only as part of the £6 million DBZ Centenary Collection paired to the build run of the DB4 GT Zagato Continuation.

CONFIDENTIAL

IS FERRARI CONCERNED about a new wave of supercar makers arriving with competitors for its products, such as the new Aston Martin Vanquish and Pininfarina Battista? Perhaps not. "Imitation is the best form of flattery," said Ferrari CEO Louis Camillieri recently. "We're flattered."

THE VITO-BASED Mercedes-Benz V-Class large MPV might seem an unlikely choice to gain an AMG-Line version, complete with sporty styling tweaks. But the firm does so because of the V-Class's customer base, which is the youngest of any Mercedes model. Around three-quarters of buyers are under 55, according to Mercedes.

VOLKSWAGEN IS currently converting its Zwickau factory in Germany from Golf and Passat production into its first home for making electric cars. The site should be ready for the autumn and in time it will build up to 330,000 electric cars a year for Volkswagen, Audi and Seat. The facility's first model will be the Volkswagen ID hatchback, which is due at the end of this year. Three other ID models have now been signed off to follow it: an SUV, a saloon and an MPV, launching over the next three years in that order.

DACIA SALES GREW by 10% last year, bucking the broader market. But Europe region boss Jean-Christophe Kugler said there's even more room for growth and that the only limiting factor is production capacity. There are still no plans for an extended line-up.

Bentley lifts lid on future plans

Sports cars ruled out, but GTs, EVs and even aircraft tech all in play for Crewe maker

Bentley will finalise its new model strategy by this summer, with a renewed focus on its credentials as a maker of grand touring vehicles and SUVs, and no 'pure sports cars'.

Werner Tietz, Bentley's board member in charge of engineering, has revealed that the company has decided not to pursue any of the themes explored by the EXP 10 Speed 6 sports car or electric EXP 12 Speed 6e roadster concepts shown by its former management.

Instead, the Crewe firm, now led by Briton Adrian Hallmark, will look to expand its GT line-up. "The concept positioning was not something that fits with our future strategy now," said Tietz. "Pure sports cars are not a topic for us now.

"Since joining, our first move has been to work on the current range, and to set a better cadence for launching products at spaced intervals. Now we are looking at what future possibilities there are."

Tietz declined to elaborate on specifics, but said any new products would need to broaden the firm's spectrum of buyers, rather than sell additional cars to them.

"The first thing we want to be sure of is that we have a GT car in every segment, and it is not certain if we are there now," he added. "There is more potential in that segment, I think. Bentley can offer something unique, particularly around delivering cars with a sport edge that can, at the push of a button, transform into a luxury, refined car.

"There is some potential when you look at SUVs too, especially around a car larger than the Bentayga if you consider its value to the Chinese and American markets. So, yes, that is one opportunity we are exploring. Bigger cars are an interesting avenue for Bentley – for now, we are not thinking about doing anything smaller, as that's not what we're about."

Reports had suggested that Tietz was considering a smaller, battery-electric crossover as an urban-focused model, but he said: "We are investigating several concepts for electrification, but for now the promise is that we will offer a plug-in version of every car we have on sale today by 2025. Our research suggests that is what customers want now.

"An electric, city-focused car is one idea we are thinking about, it's true. But it is just a concept in our minds. But would an electric car have to be a new car line, or a successor to something we already have? What kind of range does an urban car need to have? There are so many directions we need to consider rather than just saying 'we will make an electric car'."

Tietz added: "It is by no means certain that battery-electric is the right way to go. One point we see is that some cars in our line-up – the Bentayga, for instance – is used for towing horseboxes and boats. With the current EV technology, that wouldn't work.

"So we are looking for a step in technology that doubles battery capability. We have looked at solid-state batteries for nearly five years now – they should be able to achieve these goals, but they are not yet ready. If solid state achieves its goals, then it becomes interesting – but only then.

"That's why we are also evaluating fuel cell technology constantly, even if it is probably 10 years away from reaching a point that it can be practical, and also seeing what possibilities there are with the development of synthetic fuel."

Bentley could look to follow the Bentayga with a bigger SUV

> "An electric, city-focused car is one idea we're thinking about. But it is just a concept in our minds"

The Crewe brand has been linked with an electric crossover

MAKING ALL THE RIGHT NOISES

MARK TISSHAW

It's now just over a year since Adrian Hallmark was appointed boss of Bentley, tasked with guiding this now 100-year-old car maker through the most uncertain of times in the industry.

When we met him in the middle of 2018, he was particularly bullish on two things that would define the company's next steps: there would be no Bentley sports car, thus axing the previous management's flagship future project, and that an electrified revolution was coming to the firm, and fast.

These latest revelations show that Bentley is preparing to think even more radically in terms of how its model range evolves, and that it understands the model range it offers now may not be relevant in the future.

Bentley is facing new challenges and challengers, including the likes of Aston Martin's electric Lagonda luxury brand, and understands that the status quo is likely to change.

Adding better cadence to model launches is a good place for the company to start as a bridge to this radical new generation of cars, which we'll get to hear the first details of at a centenary celebration event this summer. What better way to celebrate the past than to look so vividly to the future?

Tietz highlighted the potential for synthetic fuels to be made using clean energy, such as wind power, as being especially appealing.

"The evidence is that these fuels could be CO_2 neutral, and that raises interesting possibilities," he said. "We see the airline industry looking into this quite seriously – the electric plane doesn't look like becoming a large-scale reality soon – and that could help us open up possibilities. We have open minds."

Tietz said Bentley would give clues to its future direction at events coinciding with its 100th anniversary celebrations in July.

JIM HOLDER

AUTOCAR IMAGE

UNDER THE SKIN

JESSE CROSSE

FROM EVO TO EVs: THE CLEVER TECH BEHIND TORQUE VECTORING

e-Twinster has three wet clutch packs running in oil. One at the top of the cutaway allows the planetary gear set to swap ratios seamlessly, while the pair below vector torque to each road wheel.

THE UPSIDE OF winter weather and a bit of snow is the chance to go sledging. When you do, what's your favourite way of trying to steer out of trouble? Sit up with legs forward and gingerly dab a heel in the ground to slew yourself round? Or are you game enough to take the full-on approach, lying face down gouging left and right toes into the snow?

Either way, the effect on the sledge is similar to that as torque vectoring on a car, rotating it to make it change direction without using steering. Torque vectoring simply means directing more torque to one driving wheel or the other to make the car rotate or 'yaw'. Doing that can help overcome power understeer or over-enthusiastic oversteer – or, in a more subtle way, simply improve agility and the car's appetite for changing direction when you want it to. With four-wheel drive and a centre differential, torque can be vectored between front and rear axles in the same way.

Torque vectoring normally works by piggybacking on the natural properties of a differential, which allow one wheel on an axle to go faster or slower than another. Mitsubishi defined the technology with its Active Yaw Control on the Lancer Evolution IV rear axle. It controlled which rear wheel got more or less torque with an electronically controlled wet (bathed in oil) clutch pack either side of the differential gears in the rear axle. It quelled understeer by channelling more torque to the outside rear wheel and, when launching, could direct torque to the wheel with most grip. In rallying, it would help make the Mitsubishi Evos a dominant force.

Fast forward to now and torque vectoring is such a natural fit with the electrification of cars, it would be rude not to. GKN Driveline is no stranger to the technology and produced the hardware (based on a Prodrive Engineering concept) for the torque vectoring rear axle of the original BMW X6. In February, GKN demonstrated its latest e-Twinster technology on the front axle of its Jeep Renegade-based EV, codenamed GTD19. Last year, a similar system was trialled on the rear axle of a GTD18 Mercedes-AMG GLA 45 test car.

The e-Twinster unit incorporates a 120kW, 2360lb ft GKN e-motor, a Twinster system with two wet clutch packs replacing the geared differential, and can vary the torque between rear wheels by up to 1475lb ft. A two-speed planetary gear set combined with a third clutch pack provides seamless gearshifting necessary with the high-speed, high-power motor and the third clutch can also slip to prevent wheel spin during launch due to the motor's brutal torque.

Purists may question the need for torque vectoring, but it can improve safety and drivability and can banish understeer to the point of controlled drifting with the right foot hard in. On electric cars with heavy batteries, it's useful tech to have in the back pocket – and, let's face it, those Mitsubishi Evos were pretty cool, so why not?

THE LATEST TWIST

A kind of poor man's torque vectoring, torque vectoring by braking is being adopted by a few manufacturers. By applying the brake on one wheel of the axle using a plain 'open' differential (no clutches or limited-slip technology), more torque can be forced towards the opposite wheel. Its use has limitations because of brake wear, but brake temperature is monitored by algorithms in a car's chassis software.

'There will be chaos until 2030'

PSA's boss gives a frank assessment of the challenges facing the motoring industry

As head of the PSA Group, which comprises Citroën, DS, Peugeot and Vauxhall/Opel, Carlos Tavares is one of the most powerful figures in the car industry.

Tavares also serves as chairman of the European Automobile Manufacturers Association (ACEA), so his views on a variety of issues have a major impact on the industry.

Autocar caught up with Tavares on a range of topics, including PSA's recent restructure, Vauxhall's turnaround and his thoughts on new, tougher European Union CO_2 targets.

There are reports you need to cut 100,000 jobs because of the cost of meeting emission regulations. Is that true?

"This is fake news. But more than 20,000 jobs have been shed over the past three months [across the European car industry].

"Electromobility is costly. When we're faced with significant cost, it leads to increased prices and clean emissions become elitist. We either sell fewer cars or get fined [for missing EU emission targets]. So we have to restructure, or sell at a loss to hit the EU targets."

Why are low-emission cars so expensive?

"The cost of batteries is not competitive. If you push the supply of batteries to Asia, the price goes up. The [EU] rules should coincide with the introduction of a European battery maker. It's not coordinated or planned strategically. Where is the charging network investment? It's not a 360deg approach and there's a lack of rigorous planning. This is serious stuff – the EVs are there and for sale. These are €30,000 (£26,000) vehicles, and there's no decent charging network. This problem is not all about the car makers."

What is your view on the EU emission regulations introduced in October last year, requiring fleet average CO_2 emissions to be reduced by 45% from 2020 levels by 2030?

"We are being held hostage by the October vote. An impact study for this doesn't even exist. We need to protect the competitiveness of our industry. At PSA, we will survive and adapt. But when

Tavares says PSA will 'survive and adapt' but is open to partnerships

Renault sketches out new Zoe

THE NEXT-GENERATION Renault Zoe will be a "heavy phase two design rather than a new car from the ground up", according to design boss Laurens van den Acker.

The second-generation electric vehicle, due to launch before the summer, will go on sale in 2020 in a far more competitive market than its predecessor. Van den Acker says that means it "will have to fight for its place".

The design overhaul will include a revamped interior, taking cues from the new Clio, and feature sustainable materials. Van den Acker said they fit with Renault's philosophy that "EVs should be more ecological".

The most powerful current Zoe, the R110, offers around 190 miles of real-world range. The new Zoe is expected to exceed this, although it is unlikely to match the 292-mile WLTP range of the electric Hyundai Kona.

Asked about range, Renault's European boss, Jean-Christophe Kugler, said: "The psychological tipping point is 300km [186 miles]. The range has never been a blocker for the Zoe and we think today's fits people's needs perfectly."

Van den Acker confirmed Renault's future EV plans will focus on dedicated electric models rather than variants of existing cars.

Mk1 Zoe had a clearer path to EV buyers than its successor will have

COST-CUTTING FORD TO AXE UK JOBS

Ford will cut more than 5000 jobs in Germany as well as a yet-to-be-determined number in the UK as part of the cost-cutting reorganisation of its British business.

The US firm has begun a voluntary separation programme for employees in the two countries. Ford employs around 53,000 people in Europe.

The restructuring of its European business is part of a £14 billion global cost-cutting programme, which includes a focus on production of its strongest-selling models.

In the US, Ford is adding 550 jobs at its Kentucky plant to increase production of its Expedition large SUV.

the EU moves in a speedy way, what happens to the ecosystem of partners, suppliers and dealers? If you shift suddenly, something is going to break. People are not aware of the consequences.

"Around 40% of the total cost of an EV will move to Asia [due to batteries sourced there]. Did the EU have a mandate to send jobs to Asia? We need strategic coordination. Asking these questions is not pushing back against the regulations. Who has the big picture in mind? Where are the charging networks? What about well-to-wheel CO_2? What if a different technology comes in, such as hydrogen? The money is then wasted."

Is PSA considering any partnerships?
"We're not looking for any. We're generating the cashflow necessary to pay for our future – we can make enough money. But if the opportunity comes, we will consider it."

What might create those opportunities?
"There's going to be chaos between now and 2030. Conditions are going to be extremely selective – not all manufacturers will survive the Darwinism, not all will master the EV track. It's extremely exciting because the competition is going to be extremely selective. That will create opportunities for deals."

How have you turned Vauxhall-Opel around so quickly?
"We brought back management – it is now managed. It's sad to see [Opel CEO] Michael Lohscheller so heavily criticised in his own country – I don't like it. Opel has been in the red for 50 years, it makes a profit and he gets criticised. It's not ethical."

Are you happy with the progress of DS Automobiles?
"Yes. We've sold 40,000 DS 7s, and profitability per sale is sky-high. The only thing I am not happy with is the performance in China. But fit and finish is where we want it to be."

Why have you been struggling in China?
"The 50:50 joint-venture model doesn't work – it produces slow decisions in a fast-moving market."

What are the prospects for diesel now?
"Diesels are now 35% of European sales, down 8%. Germany is waking up to reasonable thinking, with less emotion. Rather than a dogmatic zero tolerance of diesels, Euro 6 can achieve an improvement by getting rid of old diesels and replacing them. That's the pragmatic approach."

RICHARD BREMNER

New Peugeot 208 will have an EV variant

FIAT CHRSYLER TIE-UP EDGES CLOSER

The Peugeot family, one of the major shareholders in the PSA Group, is 'ready' to support an acquisition or merger with Fiat Chrysler Automobiles.

PSA has repeatedly been linked to an acquisition of FCA, whose brands include Alfa Romeo, Maserati and Jeep (pictured). Asked about such a deal, Robert Peugeot, chairman of the Peugeot family's FFP holding company, told Les Echos: "With them, as with others, the planets could be aligned."

The firm has also been connected with Jaguar Land Rover, which is owned by Tata. While Peugeot said no deals were currently in the works, he cited the "exceptional success" of PSA's purchase of Vauxhall-Opel, adding: "If another opportunity comes up, we will not be braking."

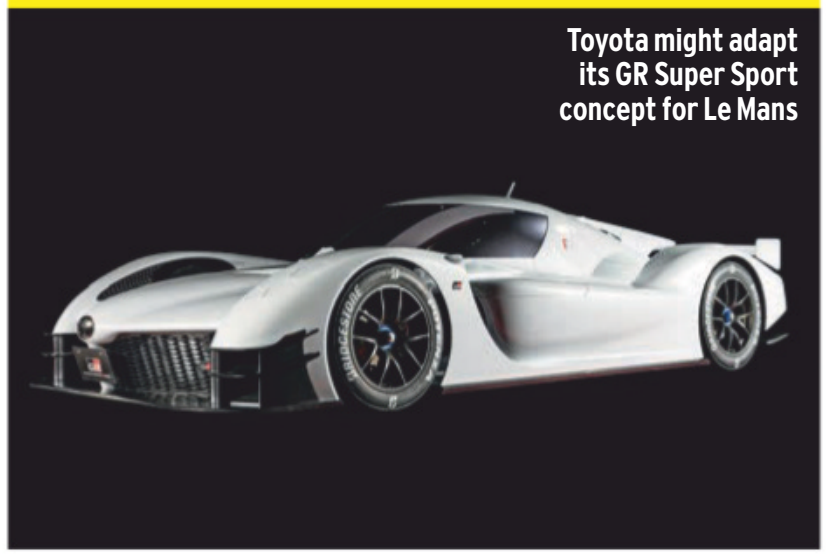
SPY SHOT
LAND ROVER DEFENDER

NEW DEFENDER HOTFOOTS IT ROUND THE 'RING

The new Land Rover Defender has been spotted carrying out performance testing at the Nürburgring Nordschleife as development continues ahead of its launch later this year. The long-wheelbase prototype was spotted on the track, where it is understood Land Rover engineers were making final adjustments to the suspension and steering set-ups.

Damien Smith

RACING LINES


Toyota might adapt its GR Super Sport concept for Le Mans

THE COUNTDOWN TO the Le Mans 24 Hours in June is on following the first World Endurance Championship round of 2019 earlier this month. Inevitably, Toyota won the inaugural Sebring 1000 Miles, run a day before the Florida circuit's traditional 12 Hours for US IMSA sports cars, because these days the Japanese giant is only racing itself in the top LMP1 hybrid prototype class. WEC has become a sad shadow of what it was when Toyota faced Porsche and Audi between 2015 and 2017.

Still, Le Mans always remains a draw, and this year will feature the additional story thread of which of the two Toyota crews will be crowned 2018/19 'super season' World Endurance champions. Will Fernando Alonso (partnered, lest we forget, by Kazuki Nakajima and Sébastien Buemi) clinch his first world crown since his back-to-back F1 titles in 2005-06? The trio head the way after victory at Sebring.

Bigger, more fundamental questions remain about the future of the Le Mans 24 Hours itself. In less than 18 months' time, regulation changes are due for the WEC (the series straddles two calendar years and runs from September to Le Mans the following June) that will herald a new hypercar era. The trouble is, Le Mans' rules maker, the Automobile Club de l'Ouest, is tying itself in knots over how those rules should be presented for 2020/21.

The original idea, signed off last December, was for another pure-bred prototype category, but in hypercar form. To race the exotic road cars as they appear in the pages of Autocar would require artificial equality – Balance of Performance, as it is known – to allow cars of varying concept to race each other competitively. But these rules are clever, mandating maximum downforce and minimum drag figures, plus strict limits on engine power and weight distribution, thereby avoiding a need for BoP. The ACO also reckons it can limit running costs to just £17 million for a two-car team. That's a snip at this level.

But now car makers, specifically Aston Martin, McLaren and Ferrari, have muddied the waters by successfully lobbying for road-going hypercars to be included, too. But how will they be able to compete with pure-bred hypercar racers? BoP: it's a necessary evil. Likewise, the current (and popular) pro-am LMP2 second-division prototypes must be artificially slowed, to avoid them beating the headlining hypercars...

As usual in motorsport, nothing is simple. For Le Mans, the clock is ticking.

> "Balance of Performance is a necessary evil"

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Steve Cropley

MY WEEK IN CARS

Ian Warhurst has put the blood back into Bloodhound

Vauxhall Astra GTC is a looker: RIP, three-doors

MONDAY

To Bedford Autodrome to watch our own Matt Prior and circuit owner and ex-Formula 1 driver Jonathan Palmer endlessly flat out on the East Circuit, refining the special, high-torque, paddle-shift, 2.5-litre version of the Caterham Seven (I'm calling it JPE2) that PalmerSport has developed for this year's driving day season. This was mainly a day of skiving away from the office for me – the others did all the lappery – but it was fascinating to see times fall and the car's balance improve as the tyres, roll stiffness, damper settings and ride height all changed. I'm always impressed by JP and his determination to ensure the customers get driving value for money. No one else is so conscientious and, as you can read on p54, the JPE2 is now one helluva car. Amazing to think its roots go back 60 years.

TUESDAY

A new book from colleague and classic car expert Giles Chapman is always a moment, but when 'Mini: 60 Years' dropped onto my desk, I was still moved to ring him and ask why the world needed another Mini book. There are several. His answer was intriguing: "I decided to write a 35,000-word yarn that brings the stories of the original and new Mini together – so one side will understand the other." About 35% of the text is about the post-2000 Mini, apparently, and Giles says it's an intriguing who-did-what tale. I know this but dimly, and would trust Giles to get the story straight. So I'll be forking out the thoroughly reasonable £25.

THURSDAY AM

Fantastic to meet Ian Warhurst, the Yorkshire-based engineer-entrepreneur who bought the Bloodhound land speed record car at the turn of the year. He turns out to be friendly, modest, ambitious and a car enthusiast – all the desirable qualities. What's more, he yesterday announced plans to chase a new land speed record in South Africa. It's an amazingly positive outcome, given that the car was saved from the oxy-cutters by a single day. The brilliant and ambitious team now has headquarters in a university technical college at Berkeley, near Gloucester, a superb achievement given that this project is about encouraging young people to embrace technology. More strength to their collective arm!

> "Bloodhound was saved from the oxy-cutters by just a day"

THURSDAY PM

Three hundred fascinating miles in a Ford Focus ST-line X manual, powered by the benign but strong 180bhp version of Ford's 1.5-litre petrol turbo triple. Two impressions linger: first, how the Focus has grown; second, what a powerful case this car makes for manual six-speed gearboxes.

Ford's tradition has always been to increase the size of its models as the generations roll but, given the size of this latest car and the limitations the proportions put on visibility, I can't help feel this policy needs changing. Lighter and smaller (but brilliantly packaged) is surely the modern way. On the gearchange: this Focus is one of the sweetest shifters I've tried. It delivers seamless, silent, vibe-free gearchanges through careful balancing of all the many things that matter – clutch stroke, effort and bite, gear ratios, throttle response, rev drop when off throttle and gearlever throw, effort and position. They're all brilliant. One reason I've tended to prefer small-engined automatics in recent years is for their refinement. This gearbox poses a fine argument in the other direction.

FRIDAY

The latest crop of mid-sized hatches – Golf, Focus, Astra and friends – are all artfully styled to affect coupé-like lines even though they're all five-doors, because it's no longer economic to make separate three-doors. It's a trend I miss. Can't help thinking three-doors will be classics tomorrow. My favourite is the last-generation Astra GTC, which is just exceptional.

AND ANOTHER THING...

Some people love cleaning cars. I usually find it a chore. But things got better recently when I found this excellent hairy mitt in Halfords. Shifts road gunge like it is hardly there. They've been around for years, clean-car fetishists tell me, but I never knew.

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FIRST DRIVES

NEW CARS TESTED AND RATED

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BMW 1 SERIES

New compact hatch ditches rear-wheel drive for front drive. Any general car enthusiast or BMW fan worried by that should read on

> The indications are that it will be a car capable of holding its own against some tough rivals

Shorter bonnet is a clue that under the disguise sits a platform using a transverse engine as part of a natively front-drive set-up

TESTER'S NOTE
The new 1 Series will be launched with a range of petrol and diesel engines, but the architecture can accommodate hybrid powertrains, too. The firm says no decision has been made on whether they will be offered, or when they will arrive. **JA**

There's only one place to start when discussing the new BMW 1 Series: at the front. As opposed to the rear. Because the front is where you'll find its driven wheels.

That's a fundamental shift. Since the first-generation 1 Series was launched in 2004, it has been rear-wheel drive, a layout long viewed as an essential part of BMW's 'ultimate driving machine' philosophy. Worth talking about, then, right?

Except Peter Langen, BMW's driving dynamic boss, would rather not. "I would like not to discuss with customers whether it's a front-wheel-drive car or a rear-wheel-drive car," he says. Instead, he simply wants people to talk about how the new 1 Series is better than the old one, because "every new BMW has to be a better car in terms of drivability".

BMW research suggests the bulk of 1 Series buyers don't care – or even know – whether the car is front- or rear-wheel drive: they simply want a family hatch with BMW's blend of premium style and comfort.

What those buyers do care about is space – and they want more of it. Because of its rear-drive architecture, the 1 Series simply hasn't been able to match front-driven rivals such as the Mercedes-Benz A-Class and Audi A3 for space, particularly in the back and boot. Hence the shift to front drive for the new, F40-generation model.

The new 1 Series sits on the latest version of BMW's FAAR front-drive platform, also used for the 2 Series MPV, X1 and X2 SUVs and Mini Countryman. It means that, while roughly the same size as before, the new 1 Series has 30mm more knee room in the rear and an extra 20 litres of boot space, according to BMW.

For the majority of potential 1 Series buyers for whom such things matter, BMW believes that could count for more than rear-wheel-drive handling. Of course, plenty of 1 Series owners likely do care about driving dynamics, and we'd suspect Autocar readers make up a disproportionate number of that group. Said group might also be concerned by the fact that the FAAR platform has transverse rather than longitudinal engine mountings. This means that the bonnet is shorter but also that the six-cylinder engine used on today's range-topping 335bhp M140i won't fit. Instead, the top model at launch will be a 306bhp M135i xDrive, using a new 2.0-litre four-cylinder engine. As with other higher-level models, the M135i xDrive uses BMW's all-wheel-drive system, which works the front axle as standard but can send up to half the power to the rear axle.

We'll get back to that model later. But there is cause for concern if chasing a bigger boot has come at the expense of performance. However, Langen would like to reassure you that the new 1 Series still handles like, well, a 1 Series. Only better.

"We have technical possibilities more than we had 15 years ago [when the first 1 Series launched] to make a front-wheel-drive car that really is a better BMW," he says.

The firm has spent five years developing systems and hardware to ensure a front-drive 1 Series can match the demands of Langen's team, particularly over suspension, differentials and new software.

There's a wider wheel track and an emphasis on increasing body stiffness, including a 'boomerang' strut on the rear axle, and mounting bespoke to each of the different F40 models, to ensure they all handle the same.

There's a new mechanical Torsen limited-slip differential and a key area of focus has been on a new traction control system called ARB, which was first seen on the i3S. The system features a controller positioned directly on the engine, reducing signal delay when it detects traction loss. BMW estimates this system can work 10 times faster than a traditional one and, as a result, can more accurately adjust the power delivery as needed. That system also works with BMW's Dynamic Stability Control (DSC) and yaw control systems, which can apply marginal braking on each wheel to stabilise traction and lateral balance.

Dashboard is shrouded for now but there's no hiding the steering's ability

Front-drive 1 Series resists understeer well using a mixture of hardware and clever software

ON TRACK WITH THE 306BHP M135 XDRIVE

The range-topping M135i xDrive version of the new 1 Series has lost two cylinders and around 30bhp from the old, F20-generation M140i but BMW says it will offer the same top speed and acceleration, with more usable power.

The new car is 20kg lighter than its predecessor, with a brand-new four-cylinder engine that will also be seen in the forthcoming M235i Gran Coupé. It features a unique suspension among F40-generation models, with increased local stiffness at key points. And, unlike the M140i, it will be offered with all-wheel drive as standard.

On a test track, it doesn't want for performance, with strong response and confidence-inspiring handling. The engine delivery is smooth and it sounds the part, too.

BMW's belief is that less can be more, and the M135i certainly feels like it has the performance credentials to trouble the Ford Focus ST and Mercedes-AMG A35.

BMW says the combination of DSC and ARB results in a significant reduction in the understeer typically produced by a front-wheel-drive car.

Which is BMW's acronym-filled way of saying Langen's target – the new 1 Series should handle like a 1 Series. Only better – will be hit.

To find out, we were given the chance to sample a variety of 1 Series models, heavily disguised and with most of the interior switchgear covered, on test tracks at BMW's Miramas facility in France and on public roads in the surrounding countryside. The models included the entry-level 118i, powered by a 140bhp 1.5-litre three-cylinder petrol engine, and the 120d xDrive, with a 190bhp 2.0-litre four-cylinder diesel. We also drove the M135i xDrive on a test track (separate story, top right).

The 118i we drove on public roads was fitted with standard suspension and felt nicely balanced, riding bumps well and maintaining composure on both fast and twisting roads. The steering – another area of focus for BMW – was pleasingly direct and reassuring. Sure, carry enough speed into corners and it's possible to detect a hint of understeer, but it still felt much like you'd expect from a BMW and enough to suggest the F40 1 Series will be a contender among the more dynamic offerings in the family hatch category.

The 1.5 three-cylinder engine, driving through a seven-speed automatic, didn't necessarily feel as responsive as some rivals' and won't offer much in the way of thrills, but it still offered brisk and responsive progress when up to speed.

To fully showcase the new systems in the 1 Series, BMW also provided us with access to its wet handling course and a 118i fitted with sport suspension, along with an F20-generation 118i. Contrary to what you might expect, it was the newer, front-drive car that was more neutral and pliable in reduced-grip conditions. The new DSC system reacted to steering inputs. Entering a corner too fast, at the point where you'd expect a front-wheel-drive car to understeer wide, turning the wheel harder set the system to work, adjusting the power and finding grip.

With more power, the 120d xDrive offered better acceleration, aided by an eight-speed Steptronic gearbox. The xDrive system also felt natural, and it was difficult to detect the car shifting the power away from the front axle, no matter how hard you tried to trick it with the throttle. The addition of a drivetrain that powered the rear wheels didn't alter the fundamental dynamics of the car compared with the 118i, suggesting a solid base – and a promising sign, given that final development work is still being done.

We'll have to wait until that work is complete before drawing a definitive verdict on the new 1 Series, but the indications are that it will be a contender in the premium hatch division and a car capable of holding its own against some tough rivals, especially with the promised increase in interior space and comfort.

The switch to front-wheel drive remains the talking point, but the future discussion is likely to centre around this: despite such a major shift, the new 1 Series still handles like, well, a 1 Series. Phew.

JAMES ATTWOOD
@atters_j

New 1 Series will go on sale in the UK towards the end of this year

BMW 118i

It might be powered from the front, but it still feels like a BMW – and it could be up the front in its class, too

Price	£23,000 (est)
Engine	3 cyls, 1500cc, turbo, petrol
Power	140bhp
Torque	tbc
Gearbox	7-spd automatic
Kerb weight	tbc
0-62mph	tbc
Top speed	tbc
Economy	tbc
CO_2, tax band	tbc
RIVALS	Audi A3, Mercedes-Benz A-Class

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PORSCHE 911 CARRERA 4S

All-new eighth-generation 911 takes its first steps on UK roads and doesn't disappoint

New added-width, 992-generation Porsche 911: meet famously narrow British B-road. Now here's the good news: the 992 still feels pretty slim-hipped for a full-sized sports car. That it's even more incisive and precise in its handling than its 991-gen predecessor means owners of old 'narrow body' cars will hardly notice the difference.

Anyway, the most revered sports car in the world hasn't so much become wider as less narrow, which sounds like the same thing but isn't. The 45mm of extra metalwork across its wings only brings the rear-driven version up to the same width as the old four-wheel-drive one. It has been done not only to improve the handling of the rear-drive car but also in response to customers who've asked for a wider-hipped, better-looking, purist's-pick rear-driven 911 for some time. These customers have been getting exactly that with the 911 GTS for a couple of model generations, but now they needn't venture that far up the line-up.

The car is available as only a 444bhp Carrera S or 4S to begin with, and only with Porsche's new eight-speed PDK two-pedal gearbox. (Convertibles of the same won't be far behind the first coupés.) There's the usual abundance of options to tailor the driving experience, such as lowered sport suspension, active four-wheel steering, active anti-roll bars, carbon-ceramic brakes and Porsche's familiar Sport Chrono package. PASM adaptive dampers and an electronically locking rear differential are now standard.

An all-new seat design allows you to sit 5mm lower in the car; not that you'll notice straight away. You'll be too busy marvelling at the quantum leaps in perceived quality, on-board technology and crisp-edged interior style, which leave you in no doubt whatsoever that you're sitting in a very expensive and advanced car.

New induction, injection and exhaust systems appear on the 3.0-litre turbo flat six. Responsiveness is alleged to have improved in tandem with outright power and torque compared with the old Carrera S, but it's the eight-speed gearbox that has altered the two-pedal 911's driving experience more profoundly, giving you more cogs to keep track of and a bit more acclimatising to do to get an intuitive sense for gear selection.

The remarkable range and flexibility of the engine helps you along during that process. It's nicely burly from 3000rpm but still vividly rewards you for hanging on above 5500rpm and endows the car with a performance level you're unlikely to feel the need to upgrade on the road.

With optional four-wheel steering, active anti-roll bars and lowered suspension fitted and in all-wheel-drive form, our test car's ride and handling compromise still seemed supremely measured and natural. Notably more agile and incisive through tighter bends than a like-for-like 991, it seemed a shade more vertically composed over bigger lumps and bumps, too, without totally sacrificing the 911's dynamic calling cards: a front axle that gently starts to bob as the chassis knuckles down and handling that's made more alive to pedal inputs by that rearward weight distribution. Even with four-wheel drive, the 911's corning stance can be planted and secure on a balanced throttle or more enlivened mid-corner by either the withdrawal or the judicious application of power.

While four-wheel drive might introduce a compromise or two – to the car's limit-handling predictability and purity of steering feel chiefly – this tester wouldn't discount it on that basis. A Carrera 4S must be at least 95% as good to drive as a Carrera S; and 95% as good makes this a very special driver's car indeed.

MATT SAUNDERS
@thedarkstormy1

TESTER'S NOTE
The outer roundels of the digital instrument cluster are obscured by the steering wheel rim, but since what they display is of secondary importance, it doesn't matter. Drivers have necks: use yours to move your head an inch or so and you can check the ambient temperature or fuel gauge perfectly easily. **MS**

Switchgear and instrumentation are notable highlights in the improved cabin of a car well suited to UK B-roads

PORSCHE 911 CARRERA 4S

All-wheel-drive 911 takes to UK roads supremely well. A rear-driver may be a shade better but 4S is still brilliant

★★★★★

Price	£98,418
Engine	6 cyls, 2981cc, twin-turbo, petrol
Power	444bhp at 6500rpm
Torque	391lb ft at 2300-5000rpm
Gearbox	8-spd dual-clutch automatic
Kerb weight	1565kg
Top speed	190mph
0-62mph	3.6sec
Economy	25.7-27.2mpg (WLTP comb'd)
CO_2, tax band	WLTP figures tbc
RIVALS	Audi R8 5.2, Jaguar F-Type R AWD

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LEXUS UX

Petrol-hybrid crossover tastes British Tarmac for the first time

Some six months after we got our first taste of the Lexus UX in pre-production form in Sweden, the baby brother to the NX and RX SUVs has finally landed in the UK.

It's an interesting-looking motor, isn't it? I dare say its myriad creases, folds and angles will prove rather polarising; but to these eyes, the compact SUV cuts a fine form.

Our previous experience of the model Lexus hopes will push its European sales in 2020 through the 100,000 mark has been limited to the F Sport variant, but this time around we're driving it in standard guise. The fitment of the £4200 Premium Plus Pack – which adds sumptuously upholstered cream leather seats, seat heaters, 18in alloys and a handful of other tasteful features – pushes its £29,900 asking price up to £34,100.

It's undoubtedly a fine, richly finished cabin. But the crucial point of difference is that this UX forgoes the F-Sport's adaptive dampers and sportier suspension set-up. The result is a distinctly soft-edged primary ride that, while perfectly agreeable around town, does feel almost constantly unsettled on Britain's more questionably surfaced A- and B-roads.

Body roll through bends is also noticeably pronounced, while the car's front tyres don't require much in the way of provocation to lose purchase and nudge into understeer. Combine all this with a muted steering rack, and the UX isn't a car you would call particularly athletic. Certainly not as athletic as its dashing exterior suggests it might be, in any case.

Those 18in alloys, while smartly styled, also have an amplifying effect on secondary intrusions. Even on the motorway, the gentle vibrations created by rolling over miniature lumps and bumps were transmitted to the backs of my thighs. Road and wind noise was audible, too, but easily drowned out by turning up the sound system's volume a few notches.

Ultimately, these dynamic shortcomings shouldn't serve as a deal-breaker for potential UX buyers. Around town it's comfortable and quiet, and impressively economical. The manner in which the CVT and hybrid powertrain work to guarantee a smooth step-off and reasonable low-down punch will appeal to many, too.

That said, we'd still be inclined to opt for the F-Sport.

SIMON DAVIS
@simondavisnz

Test car's interior was enhanced by the £4200 Premium Plus Pack

LEXUS UX PREMIUM PLUS PACK

Basic UX loses some of the F-Sport's dynamism, but remains a largely refined, comfortable urban runabout

★★★½☆

Price	£34,100
Engine	4 cyls, 1987cc, petrol, plus electric motor
Power	179bhp (total system output)
Torque	140lb ft at 4400-5200rpm (petrol motor only)
Gearbox	CVT
Kerb weight	1620kg
0-62mph	8.5sec
Top speed	110mph
Economy	49.6-53.3mpg (WLTP)
CO_2, tax band	WLTP figures tbc
RIVALS	Volvo XC40, Audi Q3

RENAULT MEGANE RS 300 TROPHY

Price £31,835 **On sale** Now
What's new? Trophy model gets more power, less weight and a Cup chassis as standard

THIS IS NOT a performance hatch for pretenders. It's a car that's entirely characterised by attack: from the immediacy of its rear steering-assisted turn in, to its apex-hunting slippy diff, to its teeth-rattling ride that's almost comically uncomfortable on UK roads. There's absolutely nothing soft about the Mégane RS 300 Trophy, but the pay-off is that it's without doubt one of the most thrilling members of its class.

The thing is, though, the same goes for a £29,335 Cup chassis-equipped Mégane RS 280; and unless you were driving both back-to-back on track, it would be difficult to see what the additional weight-saving measures bring to the table. I would be tempted to pocket the Trophy's £2500 premium and spend it all on fuel. **SD**
★★★★☆

AUDI R8 V10 COUPE

Price £128,200 **On sale** Now
What's new? Overhauled engine makes the greatest thing about the R8 even greater

AUDI'S UPDATE FOR its all-wheel-drive supercar injects plenty of extra styling attitude – note the meaner-looking grille, swollen air intakes and pointier splitter and diffuser. This lower-end fixed-roof R8 also delivers an extra 30bhp and 7lb ft, as well as some calibration tweaks.

And even in lower-rung tune, Audi's Lamborghini-sourced V10 engine remains magnificent in this car: soulful, free-revving and wonderfully dramatic.

The surprisingly gentle ride and stable handling make it easy to put that engine to work on the road, but don't involve you like other supercars can. We'd look to more dynamically configured specifications of the car for lasting excitement. **MS**
★★★½☆

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PHOTOGRAPHY JOHN BRADSHAW

Nissan Micra

Two years after launch, the fifth-gen Micra range gets a warm hatchback: the N-Sport

MODEL TESTED **DIG-T 117 N-SPORT**

Price £19,005 • **Power** 115bhp • **Torque** 148lb ft • **0-60mph** 10.2sec • **30-70mph in fourth** 12.4sec • **Fuel economy** 33.4mpg • **CO_2** 133g/km (WLTP) • **70-0mph** 47.1m

We like

- Subtle styling additions set a convincing warm hatch tone
- Strong real-world performance for the class, with competitive economy

We don't like

- New engine lacks the levity and spirit of fellow downsized rivals
- Chassis is merely competent at speed, giving the driver few options

When the current, fifth-generation version of Nissan's Micra supermini first hit UK roads in 2017, its appearance suggested this N-Sport might be coming. Gone were the effete, bug-eyed curves of generations gone by, ditched for a much more edgy, wedgey, arrowhead aesthetic that, though contemporary, looked less authentic on the car, according to some estimations. Whether they seem to belong on a Micra or not, however, the car's new youthful, sporting looks undoubtedly lend themselves to a performance makeover; and, as evidenced by this week's road test subject, the go-faster treatment is exactly what the Micra has now got.

As part of the car's first mid-life update, a couple of new engines have been added to the model range, with an Xtronic CVT two-pedal transmission made available in anticipation of growing interest in automatic-equipped superminis. Some equipment and trim revisions have been brought in too, which we'll also get into over the following pages.

But it's the Micra N-Sport that's the headline addition. This derivative becomes the first product from the Renault-Nissan-Mitsubishi Alliance to feature the 1.0-litre three-cylinder version of the new petrol engine family developed in tandem with Daimler and, in 1.3-litre form, already used to power both the Nissan Qashqai and the Mercedes A-Class. It moves the Micra onto peak power of 115bhp – enough to stand comparison with cars like the Ford Fiesta ST-Line and Seat Ibiza FR. As you're about to read, the N-Sport also benefits from changes to the technical specification of the suspension, steering and transmission, and from upgrades to the exterior styling and cabin. Time to find out what kind of junior driver's car can be made from this newly assertive-looking supermini, then.

DESIGN AND ENGINEERING

★★★½☆

Outwardly, the N-Sport differs little from any other Micra – but, given the K14-generation model rewrote the Micra style book (sharpening the pudgy proportions while increasing both its height and length) and this latest version is a mere refresh, wholesale changes were never expected. Visual alterations are instead largely limited to carbonfibre-style finishing on the wheels and door mirrors, along with gloss-black bumper inserts, and the five-door Micra continues to disguise its rear doors by integrating its handles into the C-pillar trim.

Nissan's engineers cannot be accused of sitting on their hands, however, because underneath the bonnet sits an all-new engine that makes this N-Sport the most powerful Micra yet. Admittedly, this is in the same vein as being the most practical Lamborghini, or the fastest snowplough, but in the context of a front-driven supermini that tips the scales at less than a tonne, 115bhp nevertheless seems promising.

An over-square three-cylinder turbocharged petrol, this 1.0-litre DIG-T unit uses a compact 'delta' cylinder head and spray coating for the cylinder bores (molten iron instead of solid, and far thicker, cast-iron liners), while the turbo benefits from electric actuators. Compared with the old 0.9-litre petrol, there's also direct fuel injection, variable valve timing for intake and exhaust and a higher compression ratio, though this trio of technologies is found on the lesser – but also new, and similarly sized – 99bhp IG-T engine too. The resulting 133lb ft from 1750rpm, with 15lb ft of overboost, pushes the N-Sport into 'warm' supermini territory, joining the Volkswagen Up GTI, Suzuki Swift Sport and Ford Fiesta ST-Line.

The aesthetic additions N-Sport trim brings can be optioned for any 1.0-litre Micra, though the most powerful version uniquely benefits from chassis tweaks to improve the driving experience. The suspension – passively damped, and using the same MacPherson strut front and torsion beam rear architecture as any other Micra in the range – sits the car 10mm lower with firmer spring rates for greater body control. The electromechanical steering is also lighter and quicker, to impart a greater feeling of agility, though where most rivals have moved to →

Range at a glance

ENGINES	POWER	FROM
IG 71	70bhp	£12,875
IG-T 90	89bhp	£14,715
IG-T 100	99bhp	£17,935
DIG-T 117	115bhp	£17,305
dCi 90	89bhp	£15,300

TRANSMISSIONS

CVT
5-spd manual
6-spd manual ■

In step with the wider supermini market, Nissan offers the Micra as a five-door hatch only. The engine line-up is mostly made up of three-cylinder petrols paired with five- or six-speed manual transmissions, depending on output. A sole four-cylinder diesel is offered with a five-speed 'box. Visia represents the entry-level trim and Tekna crowns the range. Interior and exterior personalisation packs provide plenty of scope for customisation.

Original Micra was as straight as its styling

● A chrome tip for the solitary tailpipe is an understated exhaust treatment for a sporty model, but quite likeable for it nonetheless. The surrounding rear bumper treatment is nicely reserved as well.

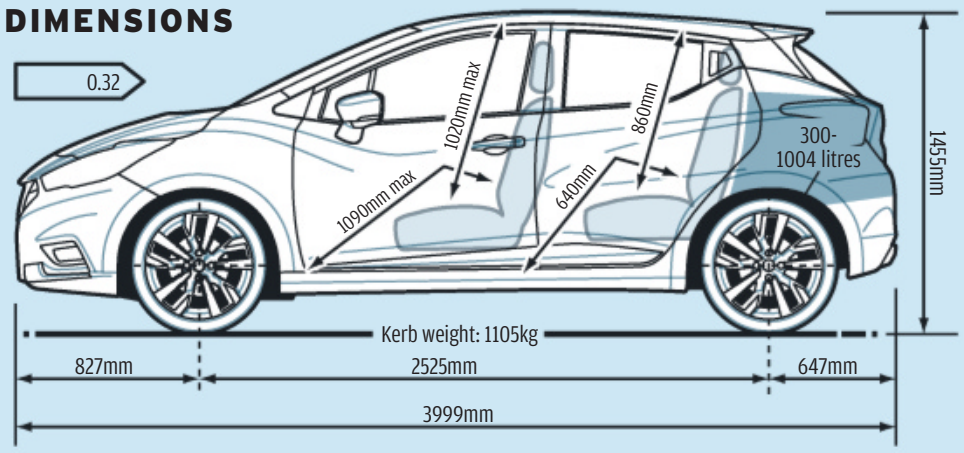
● The 17in wheels are painted alloys with carbonfibre-style inserts on the spokes. That's unusual on this kind of car but not unbecoming. Door mirror caps get a matching carbonfibre look or are optionally available in chrome, blue, orange or gold.

● N-Sport gets you halogen foglights, integrated into a front bumper every bit as restrained as the rear one. The N-Sport bodystyling has to translate onto the IG-T 100 engine, which perhaps is why it isn't more visually purposeful.

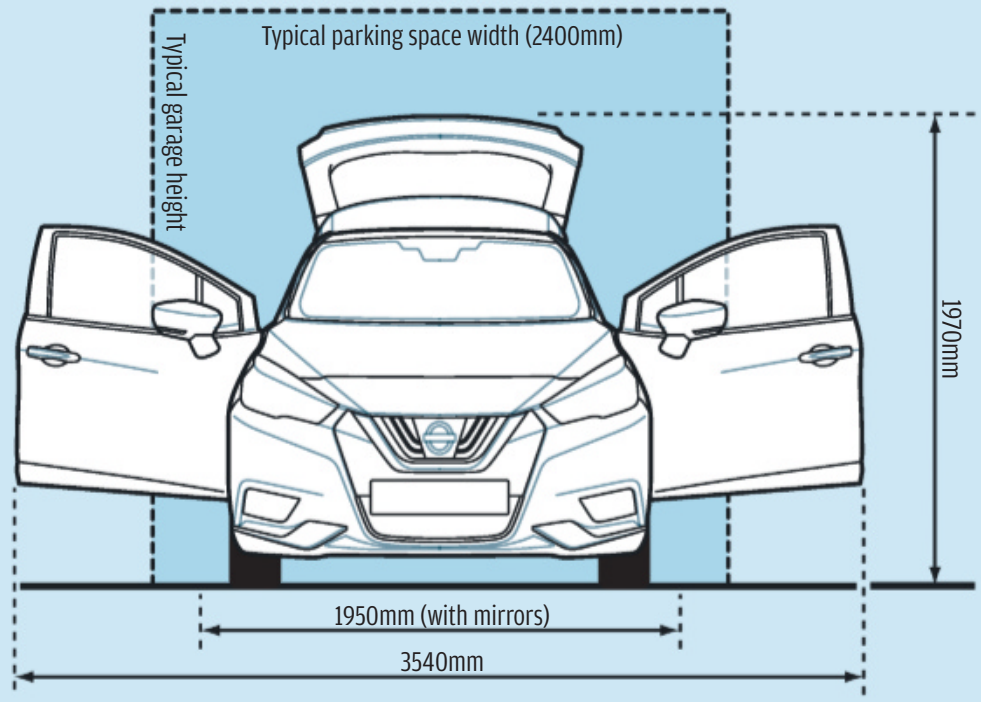
● Sensory kit needed to run the Micra's active safety systems (lane intervention, emergency braking with pedestrian detection) is integrated behind the grille badge, which is a clever solution.

Weights and measures

DIMENSIONS

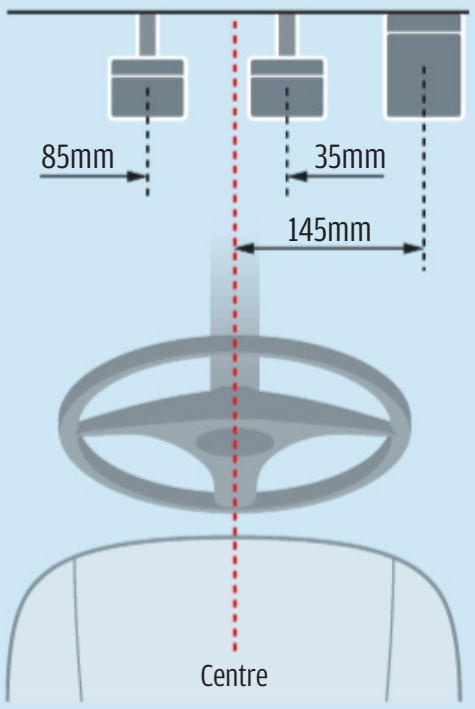


PARKING



WHEEL AND PEDAL ALIGNMENT

Pedals are spaced in a comfortable enough fashion and there's even some scope for heel-and-toe braking, should it take your fancy. Steering column is positioned centrally and adjusts for rake and reach.



HEADLIGHTS

The Micra's halogen-bulb headlights provided adequate spread and depth on low beam around town after dark, but we didn't get an opportunity to test the main beam in proper rural conditions.

● Driving position is pretty typical of a supermini: a little upright, but most wouldn't complain about it. Controls are well placed. Seat is a bit flat and short in the cushion.

● Striped leather/Alcantara upholstery extends into the rear cabin. Accommodation levels are under par for the class: there's little space for full-sized adults.

● Micra's boot isn't the biggest in the class but it's still large enough to carry a buggy upright or to accommodate a good weekly shop.

← better-performing discs, the rear is still braked using drums. Meanwhile, though the 99bhp Micra is offered with manual and CVT transmissions, only a six-speed manual is available for this 115bhp version.

Fitted with a new gasoline particulate filter (GPF), on 17in wheels and 205/45 tyres, the DIG-T Micra returns a WLTP combined fuel economy of 47.9mpg, with CO_2 emissions of 133g/km.

INTERIOR

★★★½☆

There's an athletic flair that permeates the N-Sport Micra's cabin – one that is well judged in relation to its status as a moderately sporting performance derivative. The seats are trimmed primarily in dark Alcantara, which is complemented by contrasting dual white stripes. The dashboard facing is finished in the same material, complete with further contrasting white stitching. Meanwhile, the soft-touch synthetic material covering the top of the dash is inoffensive to prodding fingers, and the white surrounds of the outer air vents are juxtaposed smartly against the cabin's darker palette.

Of course, the N-Sport isn't free from the sorts of tougher, more industrial plastics common to members of the supermini genre, but their use is subtle enough to prevent the Nissan from being singled out among its peers. It's just a shame that the range of colourful interior personalisation packs available throughout the wider Micra range can't be optioned at the N-Sport grade – orange seat bolsters would inject the place with a touch more character. Elsewhere, the Micra continues to exhibit an impressively low hip point, while generous reach in the telescopic steering column mitigates the need for taller drivers to hunch themselves over the well-spaced pedals. That same ergonomic sensibility is also present in the location of controls for the HVAC and infotainment systems.

Where the Micra's interior packaging begins to come unstuck is the second row. Rear leg room is miserly compared with the VW Polo's, but it is the shortage of head room that proved most troublesome for our road testers. Measured at 860mm, it is some 90mm less generous than what you'll experience in the Polo. We can accept that the occasions where taller adults find themselves sitting on the rear bench of a Micra may be few and far between, but the need to bend your neck uncomfortably forward when doing so is a significant ergonomic flaw – supermini or not. Small children will fit just fine, but this oversight undermines what is otherwise a convincingly conceived cabin. As for boot space, the 300-litre capacity is enough to see it outshine the comparatively stingy Ford Fiesta (292 litres). However, with 355 litres apiece, the Seat Ibiza and VW Polo take class honours.

PERFORMANCE

★★★☆☆

The recipe for a convincing warm hatch can be a tricky one to execute. →

White air vents and Alcantara dashboard trim are part of the N-Sport performance styling for a cabin with a bit more sense of occasion than you might expect.

Micra has physical switches, large and obviously placed, for those who'd rather deactivate its engine auto starter/generator and lane keeping system. We like.

Instruments are one part of the interior untouched by the N-Sport uplift – so no red needles or go-faster fonts. At least the clocks are clear and easily readable.

Multimedia system ★★★½☆

The NissanConnect touchscreen infotainment set-up in the updated Micra is all new, adding voice recognition, a customisable home screen and a single-line search function to the previous system's functionality.

It has a 7.0in screen, which is not particularly large compared with what is offered by the likes of Ford, PSA and VW. However, it integrates mirroring for Apple and Android smartphones on all Micra grades above entry level and optionally adopts a navigation system provided by TomTom that offers live traffic information and 'door-to-door' navigation routing by which you can plot a destination before getting in your car via an app. Our test car didn't have the optional nav.

The overall system has slightly less latency than its predecessor, although it remains relatively slow to respond to inputs. Nissan's changes to the menu structure make it easier to hop between CarPlay and the car's proprietary menus, though. Audio quality is adequate but not particularly powerful or crisp.

> Its dynamic disposition leans more towards the grown-up than the playful

Just as important as a balanced, responsive chassis is an engine capable of compensating for a lack of outright pace with a sense of bold, effervescent character.

A 123bhp Ecoboost-powered Fiesta or Ibiza with VW Group's 113bhp 1.0 TSI engine are fine examples of how these ingredients can be combined successfully. As well as their strong performance (relative to the wider class), their powerplants foster a good level of driver engagement.

The N-Sport's new 1.0-litre triple doesn't quite lend itself as convincingly to that art. This is an engine missing the whimsical levity of its more popular rivals, and a forgettable soundtrack hardly encourages the driver to let the tachometer spin all the way out to the limiter. That and a resolutely damp throttle response were chief gripes among our testers.

But though there can be a degree of grumbling and coughing at low crank speeds, and a noticeable amount of lag to overcome, reasonable mid-range performance helps the Micra keep its head just above water. A recorded 30-70mph time of 9.4sec places the Nissan just ahead of the 123bhp Fiesta Titanium (9.6sec) road tested in 2017. The Nissan also exhibited greater in-gear tractability than its major rival – in fourth gear dispatching 30-70mph in 12.4sec versus the Fiesta's 14.8sec.

Less relevant in this context is its 0-60mph effort but, on Millbrook's mile straight, the Micra ran an average time of 10.2sec. Considering it was fuelled to the brim and carrying two testers, that is quick enough for Nissan's claimed 0-62mph time of 9.9sec to be accepted without cynicism. While these runs didn't expose an overt deficiency in traction off the line, it did shine a light on a gearbox that's a natch too long in throw and woolier than the best manual 'boxes in the class. The Micra's ventilated front discs and rear drums, meanwhile, allowed for controlled, stable deceleration under emergency braking conditions. From 70mph, the Nissan came to a halt in 47.1m, against 54.7m for the Fiesta.

HANDLING AND STABILITY

★★★½☆

Nissan's aim with the fifth-generation Micra was to create a car that struck a compelling balance between the rubber-footed rolling composure of the VW Polo and the outright dynamic accomplishment of the Ford Fiesta. With its lowered suspension and reworked steering rack, one might reasonably assume this N-Sport variant in fact leans towards the latter, though if it does then the execution isn't quite as convincing. However, while not as spry or engaging as a Fiesta ST-Line or Mini 3-door, there's enough handling composure here to ensure the N-Sport doesn't embarrass itself next to its more dynamically gifted classmates. The 205/45 section front tyres grip particularly well when charging into tighter bends, and though there is still a noticeable amount of body roll under cornering, the firmer, lower suspension ensures any weight transfer is delivered in a controlled, predictable fashion that doesn't upset the Micra's inherent stability. That said, the additional firmness enabling this level of composure does make the Micra marginally more susceptible to deflections mid-corner, but there's still enough pliancy here to ensure the worst of the shock is dissipated.

Where the standard Micra's helm requires three full turns to travel from lock to lock, the N-Sport's tuned rack cuts this down to 2.8. This allows the N-Sport to change direction with

● Though less rewarding than a Fiesta engine, the Micra's new 115bhp 1.0-litre DIG-T three-pot enabled our road test subject to post better mid-range performance figures.

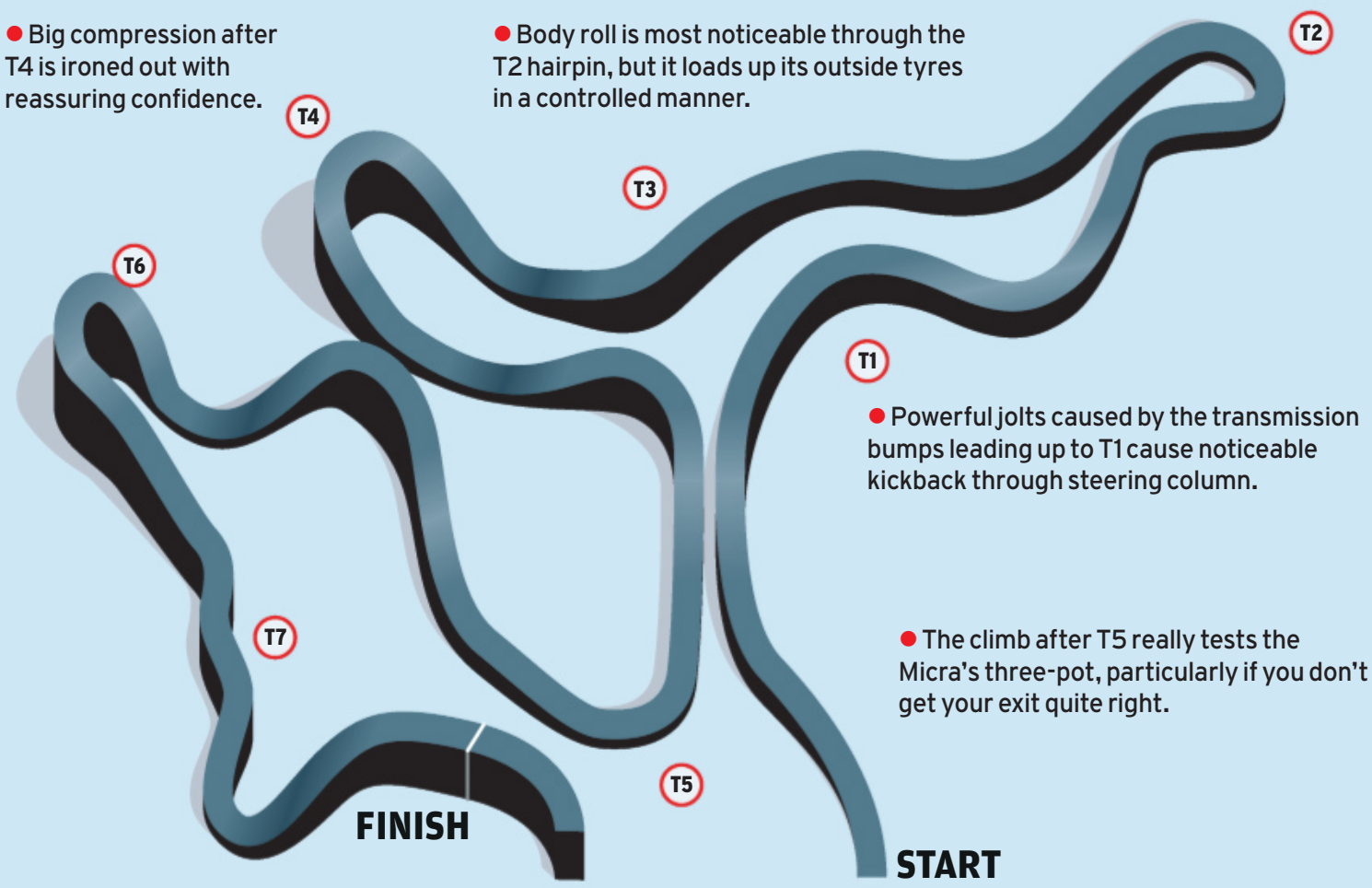
Track notes

The Micra N-Sport made more of a show of its warmed-up supermini identity when it was confronted with the twisting Tarmac of the Millbrook Hill Route.

Its chassis exhibited a willingness to be tipped into sharper bends at pace, feeling at all times balanced, controlled and steadfast under a measured throttle and consistent steering input. Charge in too fast, though, and it will begin to understeer, but a mid-corner lift of the accelerator will unsettle its rear enough to tighten the line.

It's a shade disappointing to find that the Micra doesn't feel particularly playful with regards to its dynamic exploits, but there will be those for whom its grown-up, mature disposition carries sway.

An engine with a bit more vigour would go some way to addressing this shortcoming. As it stands, the N-Sport's 1.0-litre three-pot struggled with some of the Hill Route's steeper ascents.



● Big compression after T4 is ironed out with reassuring confidence.

● Body roll is most noticeable through the T2 hairpin, but it loads up its outside tyres in a controlled manner.

● Powerful jolts caused by the transmission bumps leading up to T1 cause noticeable kickback through steering column.

● The climb after T5 really tests the Micra's three-pot, particularly if you don't get your exit quite right.

a convincing sense of agility, but then again a lack of nimbleness wasn't something we ever criticised the fifth-generation Micra for when we road tested it in 2017. A Fiesta's steering set-up delivers a more natural weighting and a turn-in that feels a degree more incisive, but the Micra's gearing is at least commendable for its linearity and weight – if not its ability to relay information from contact patch to fingertips. The result is a supermini that's reasonably tidy-handling; but its dynamic disposition leans more towards the grown-up than the playful. Ultimately, it's the Fiesta that remains the sweeter, more enjoyable steer.

COMFORT AND ISOLATION

★★★☆☆

While a VW Polo is undoubtedly a more settled and composed supermini, the fitment of sports suspension and 17in alloys hasn't crippled the N-Sport's town ride. Poorer patches of Tarmac unearth a pronounced sense of fidgeting, but the car's secondary ride stacks up favourably against its more athletically inclined classmates. A Mini 1499 GT is more agitated in such environments, while the heavy-handed severity of the way in which the Toyota Yaris GR Sport interacts with the road surface makes the Nissan feel cloud-like by comparison.

The Micra's sterner temperament mellows out on the open road, too. The controlled, restrained nature in which its chassis was able to breathe with undulating road surfaces imbued the little Nissan with a welcome sense of maturity.

The N-Sport doesn't exactly shine as a beacon of outstanding refinement and isolation, however. A suspicion that this engine is more vocal than desirable was confirmed by our testing microphone: at idle, the rough-edged three-pot gave a reading of 45dB. By comparison, the Seat Ibiza's 94bhp 1.0 TSI unit came in at 42dB, while in the Fiesta, Ford's 123bhp 1.0-litre Ecoboost was measured at a saintly 41dB. The effect of the Micra's poorer sound-deadening was less pronounced at a steady 70mph cruise, where ambient road and wind noise was recorded at 71dB. The Ibiza returned a 69dB figure, while the Fiesta managed 70dB – although it's necessary to point out that both of these cars were running on smaller-diameter wheels.

BUYING AND OWNING

★★½☆☆

In basic Visia trim and with the entry-level 70bhp petrol engine, the Micra costs £12,875. By comparison, this top-spec N-Sport model, equipped with the most powerful engine in the range, will set you back £19,005. This somewhat alters the Micra proposition in terms of value for money, not least because the Ford Fiesta ST – the finest supermini hot hatch on sale – costs roughly the same, albeit with less standard kit. N-Sport Micras come with such niceties as cruise control, automatic high-beams, DAB radio, rear parking sensors and a rear-view camera, though there's no escaping the fact that this model, along with other better-equipped Micras, is simply too expensive given the muted driving experience on offer. That the Nissan is also predicted to hold its value less well than many of its rivals – including the Seat Ibiza FR – makes it particularly difficult to recommend.

But if you do like the sound of an N-Sport, and can find a tempting PCP deal, the running costs bring better news. Our test touring economy of 55mpg is competitive in the class, and a 41-litre fuel tank suffices for a range of more than 300 miles. →

ACCELERATION

Nissan Micra DIG-T 117 N-Sport (9deg C, dry)

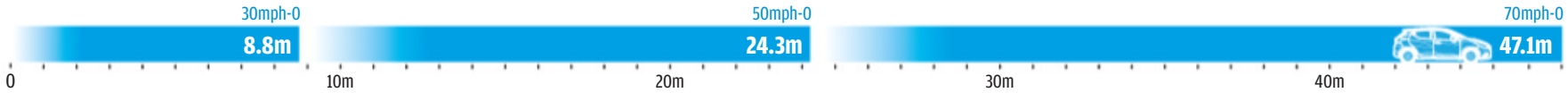
Standing quarter mile 17.5sec at 80.3mph, standing km 31.9sec at 103.7mph, 30-70mph 9.4sec, 30-70mph in fourth 12.4sec

Ford Fiesta 1.0 Ecoboost 125PS Titanium (24deg C, dry)

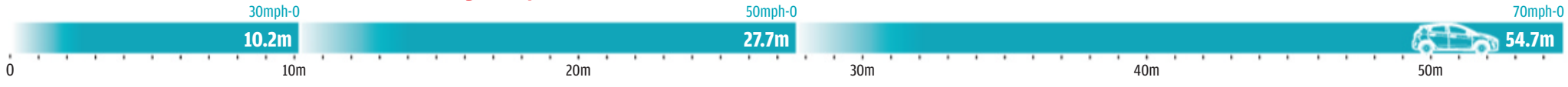
Standing quarter mile 17.4sec at 82.6mph, standing km 31.8sec at 104.9mph, 30-70mph 9.6sec, 30-70mph in fourth 14.8sec

BRAKING 60-0mph: 3.2sec

Nissan Micra DIG-T 117 N-Sport (9deg C, dry)



Ford Fiesta 1.0 Ecoboost 125PS Titanium (24deg C, dry)



Data log

NISSAN MICRA DIG-T 117 N-SPORT

On-the-road price	£19,005
Price as tested	£19,580
Value after 3yrs/36k miles	£6950
Contract hire pcm	£330.72
Cost per mile	na
Insurance	na

TYPICAL PCP QUOTE

Three years/36,000 miles £176.55

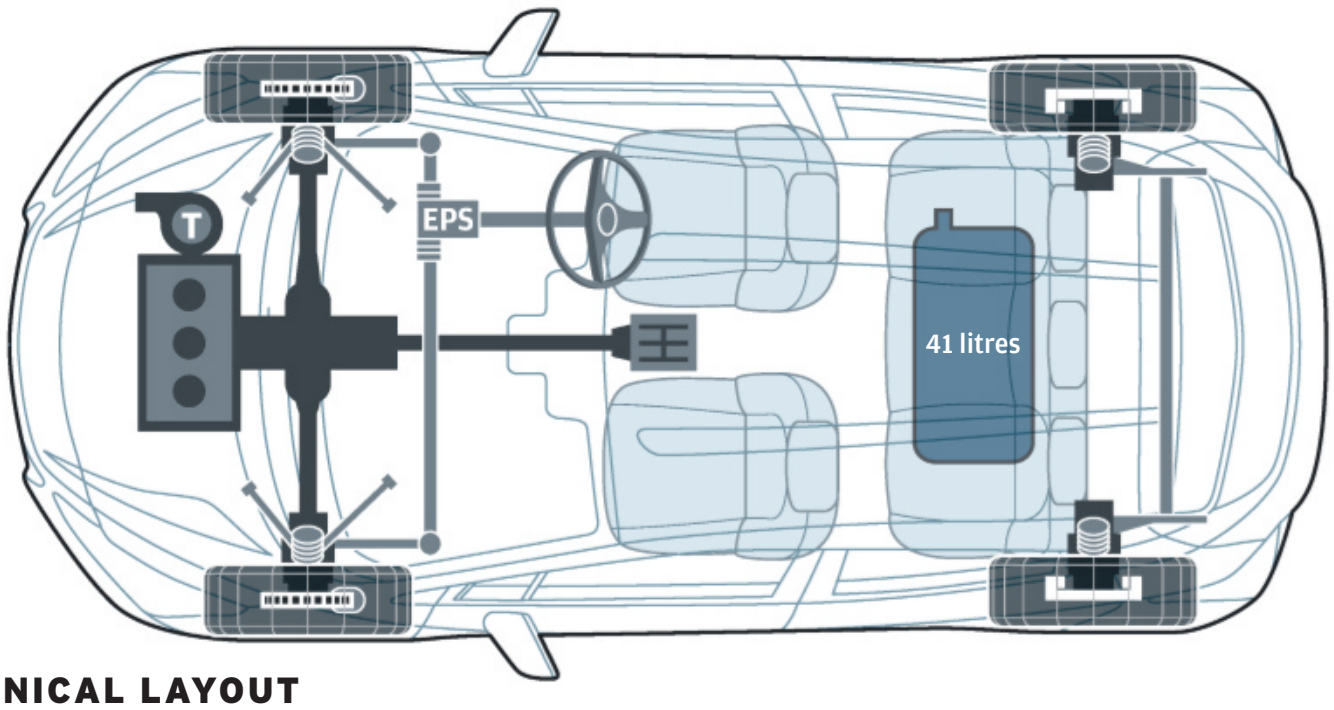
You can put a 115bhp N-Sport on your drive for less than £180 per month. That's with a £5000 deposit and a contribution of £1900 from Nissan. Optional final payment will amount to £7210. Representative APR, meanwhile, is 4.99%.

EQUIPMENT CHECKLIST

17in alloy wheels	■
Black and Carbon-look Exterior Pack	■
Halogen headlights	■
LED daytime running lights	■
N-Sport badging	■
Rear privacy glass	■
Roof spoiler	■
Exhaust pipe finisher	■
Lowered suspension	■
Part-leather/Alcantara upholstery	■
Cruise control	■
Manual air-conditioning	■
Nissan Intelligent Key	■
Rain-sensing wipers	■
Split-folding rear seats (60:40)	■
Rear parking camera	■
Rear parking sensors	■
Four-speaker audio system	■
7.0in touchscreen infotainment including Apple CarPlay, Android Auto, DAB, Bluetooth, AUX, USB, MP3	■
Echo Grey metallic paint	**£575**

Options in **bold** fitted to test car

■ = Standard na = not available



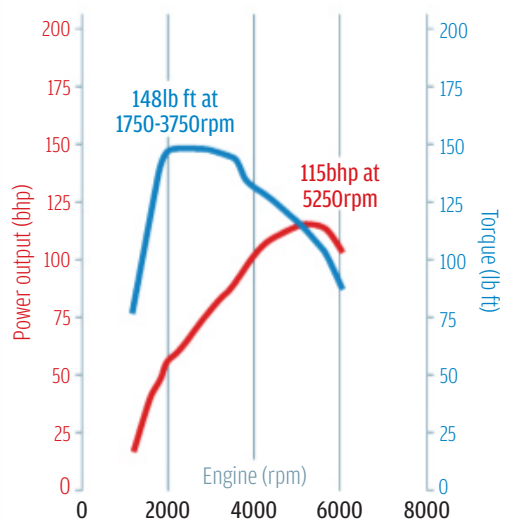
TECHNICAL LAYOUT

Fifth-generation Micra N-Sport is based on Nissan's V platform architecture. A newly developed 1.0-litre three-cylinder engine sits at its nose, and is mounted transversely. Its 115bhp and 148lb ft are deployed through the front wheels, via a six-speed manual transmission. Suspension is by way of MacPherson struts up front and a torsion beam at the rear, while ride height has been dropped by 10mm.

ENGINE

Installation	Front, transverse, front-wheel drive
Type	3 cyls in line, 999cc, turbocharged, petrol
Made of	Aluminium block and head
Bore/stroke	81.3mm/72.2mm
Compression ratio	11.0:1
Valve gear	4 per cyl
Power	115bhp at 5250rpm
Torque	148lb ft at 1750-3750rpm
Redline	6250rpm
Power to weight	104bhp
Torque to weight	134lb ft
Specific output	115bhp per litre

POWER & TORQUE



ECONOMY

TEST MPG	**Track**	22.0mpg
	Touring	55.0mpg
	Average	33.4mpg
CLAIMED	**Low**	37.7mpg
	Mid	50.4mpg
	High	56.5mpg
	Extra high	44.8mpg
	Combined	47.9mpg
	Tank size	41 litres
	Test range	301 miles

EMISSIONS & TAX

CO_2 emissions	114g/km (NEDC comb'd)
Tax at 20/40% pcm	£73/£146

CHASSIS & BODY

Construction	Steel monocoque
Weight	1105kg
Drag coefficient	0.32
Wheels	6.5Jx17in
Tyres	205/45 R17, Bridgestone Turanza T005
Spare	Mobility kit

TRANSMISSION

Type Six-speed manual

Ratios/mph per 1000rpm

1st 3.73/4.7 **2nd** 1.95/9.0 **3rd** 1.32/13.2 **4th** 0.98/17.9 **5th** 0.76/22.9 **6th** 0.56/31.2

Final drive ratio 4.125:1

SUSPENSION

Front MacPherson struts, coil springs

Rear Torsion beam, coil springs

BRAKES

Front 258mm ventilated discs

Rear 203mm drums

Anti-lock Standard, with brake assist

Handbrake type Lever

Handbrake location Left of steering column

STEERING

Type	Electromechanical, rack and pinion
Turns lock to lock	2.8
Turning circle	10.0m

SAFETY

VDC, ABS, EBD, BA, TCS, HSA, Active Ride Control

Euro NCAP crash rating 5 stars

Adult occupant 91% **child occupant** 79% **pedestrian** 79% **safety assist** 72%

CABIN NOISE

Idle 45dB **Max rpm in 3rd gear** 76dB **30mph** 63dB **50mph** 68dB **70mph** 71dB

ACCELERATION

MPH	TIME (sec)
0-30	3.6
0-40	5.4
0-50	7.2
0-60	10.2
0-70	13.0
0-80	17.1
0-90	22.4
0-100	28.8
0-110	-
0-120	-
0-130	-
0-140	-
0-150	-
0-160	-

ACCELERATION IN GEAR

mph	2nd	3rd	4th	5th	6th
20-40	3.4	5.0	8.4	-	-
30-50	3.8	4.8	6.1	10.1	25.6
40-60	-	5.0	6.0	9.5	17.9
50-70	-	5.6	6.3	10.5	16.5
60-80	-	8.7	6.9	11.5	-
70-90	-	-	8.4	12.6	-
80-100	-	-	11.4	14.8	-
90-110	-	-	-	-	-
100-120	-	-	-	-	-
120-140	-	-	-	-	-
140-160	-	-	-	-	-
160-180	-	-	-	-	-
180-200	-	-	-	-	-

MAX SPEEDS IN GEAR

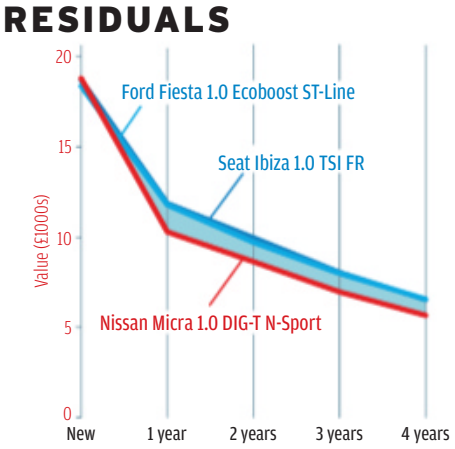
1	3	5
29mph 6250rpm	83mph 6250rpm	121mph 5277rpm

2	4	6
56mph 6250rpm	112mph 6250rpm	121mph* 3873rpm

*claimed

RPM in 6th at 70/80mph = 2241/2561

RESIDUALS



● Micra's residual value forecast isn't totally disheartening, but it lags behind the Fiesta and Ibiza by a fair margin.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2019, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Micra, contact Nissan Customer Services, The Rivers Office Park, Denham Way, Maple Cross, Rickmansworth, WD3 9YS (0300 123 1231, nissan.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

AUTOCAR ROAD TEST No 5415

Read all of our road tests autocar.co.uk

VERDICT ★★★☆☆

Sharp-suited supermini falls flat on character and dynamic flair

A perceptible feeling of missed opportunity seems to trail in the Micra N-Sport's wake. The distinctively sporting aesthetic and renewed sense of motive purpose that characterised the fifth-generation Micra at launch suggested there was a genuinely interesting, and entertaining, warmed-up supermini waiting in the wings. Despite the foundation being all but there, the reality is much less convincing.

An engine short on character is arguably its greatest shortcoming; particularly when the Ford Fiesta ST-Line and Seat Ibiza FR so successfully place their charming, zesty motors at the forefront of their driving experiences. At times stilted low-speed manners and unengaging steering, meanwhile, detract from a chassis that otherwise grips with convincing tenacity and has a fairly rounded, if occasionally wooden-feeling, ride.

These concerns, and others, ultimately deny this Micra our full endorsement. It's a frustrating reality: N-Sport should have been an opportunity for Nissan to further elevate its supermini, to give it a compelling new USP. As it stands, however, the argument that this represents a worthy improvement over the regular model is a particularly thin one.

Testers' notes

SIMON DAVIS
From a distance, I thought the 17in alloys fitted to the Micra N-Sport looked pretty snazzy. Closer inspection changed my mind: the faux-carbonfibre inserts really don't work for me.

RICHARD LANE
Having seen what GRMN can do with a Yaris, Nismo should do a clean-sheet Micra. The N-Sport feels half-hearted, but perhaps that's because this chassis simply isn't fluent enough.

Spec advice

Go for the more powerful 115bhp motor under the bonnet of your N-Sport, if you must have one. Its average-at-best performance and response doesn't bode well for the 99bhp unit.

Jobs for the facelift

- Slim down the thick A-pillars, which hamper visibility along city-centre routes.
- Give the N-Sport more supportive seats – ones worthy of the warm-hatch billing.
- Improve the throttle response and engine note for this new DIG-T unit.

ROAD TEST RIVALS

Verdicts on every new car, p90

SEAT IBIZA 1.0 TSI 115 FR
Seat's warmed-up supermini not only champions practicality, it's one of the best driver's cars in the segment. Engine is impressively strong, too.
★★★★½

FORD FIESTA 1.0T ECOBOOST 125 ST-LINE 5-DR
A more engaging supermini than the Ibiza, but slightly lacking in versatility and premium appeal. Engine is a peach, though.
★★★★☆

MINI COOPER SPORT 3-DR
Agile, spry-handling Mini is a champion of urban chic design. Ride is animated, though, and space a bit tight. Pricey in this company.
★★★★☆

MAZDA 2 115 SKYACTIV-G SPORT NAV+
Excellent steering and naturally aspirated engine are the 2's calling cards. Noisy ride a point of concern, as is refinement.
★★★★☆

VOLKSWAGEN POLO 1.0 TSI 115 R-LINE
Lacks some of the sense of fun of its rivals, but is well conceived and a mature, practical option. 1.0 engine remains a highlight.
★★★★☆

	1	2	3	4	5
Price	£18,195	£18,585	£20,230	£17,395	£19,445
Power/torque	113bhp/129lb ft	123bhp/125lb ft	134bhp/170lb ft	113bhp/109lb ft	113bhp/129lb ft
0-62mph/top speed	9.3sec/121mph	9.9sec/121mph	8.2sec/129mph	8.7sec/124mph	9.5sec/124mph
CO_2, economy	127-137g/km, 46.3-50.4mpg	tbc, 47.9mpg	122-124g/km, 44.1-47.9mpg	tbc, 48.7mpg	130g/km, 49.3mpg

BUCKET LOAD OF FUN

If driving some of the finest roads in Scotland isn't on your bucket list, perhaps it should be. **Dan Prosser** takes a Hyundai i30 Fastback N on the South West Coastal 300 – and other Autocar writers offer their bucket list ideas

PHOTOGRAPHY OLGUN KORDAL

> “I'm not sure I could have expected much more from a £30,000 hot hatchback”

Elsewhere you'll read about the lochs and the scenery, the star-gazing and the whisky distilleries. You might even see a word or two about the skiing. For us, though, the reasons for visiting Scotland begin and end with its roads, because no other part of the UK gets even close as a destination for keen drivers. What you'll find north of Hadrian's Wall that you don't get in Wales, Yorkshire or the Peak District – all of which offer excellent roads and very pretty backdrops – are bucket list drives. For the sort of route that you drive once and remember for the rest of your life, you simply have to head to Scotland.

This is the right time of year to plan a visit to one of its routes as well, because the weather is improving and the clocks are going forward, meaning the evenings are lighter. The one you'll have heard about before is the North Coast 500, an utterly spellbinding loop that begins in Inverness and wraps itself around this country's northern tip. It's beautiful, quiet, varied and, unless you happen to live in the north of Scotland, very far away. You won't do the North Coast 500 justice unless you give it an entire working week. But there is a similar route that's both shorter in length and closer to the border with England, that gives away only a little in terms of scenery and nothing at all in terms of the quality of its roads, and that demands from you only half the time. It's called the South West Coastal 300.

It's a new initiative by Visit South West Scotland, intended to drive tourism to Scotland's left foot the way the North Coast 500 has for its forehead. Broadly speaking, it's a lap of Dumfries and Galloway with a quick peek at Ayrshire, sticking for much of its length to the Irish Sea coast. The route itself is a little over 300 miles long, and whether you're coming from the north or the south, you'll want to fill up your fuel tank and stock up on sandwiches at the start line in Dumfries town itself.

The car I've chosen for my first run around the SWC300 is the Hyundai i30 Fastback N, partly because it's new and intriguing, but also because a good hot hatch can be as fun to drive along a great road as anything costing 10 times the price. The Fastback version, with its quasi-coupé profile, should be just the ticket for this journey (which actually began for me not in Dumfries but all the way down in west London),

SOUTH WEST COASTAL 300

Starting at Dumfries, the route tracks the coastline with the Irish Sea for most of its length. It skirts the edge of the Galloway Forest Park, only leaving the coast and heading inland at Ayr. It picks up the A74(M) at Moffat to close the loop back to Dumfries.

Fastback N has the same hardware as i30 N Performance

Sinuous roads with changing cambers give the N a workout

PETER LIDDIARD

because although it shares its mechanicals with the regular i30N Performance, its chassis has been retuned with half an eye on comfort. On the long schlep up the M6, the car was relaxing, its ride a touch more settled than that of the model with which it shares its underpinnings.

I haven't driven the route before but I'm familiar with some of the roads in the area, although not the A710 that darts due south out of Dumfries towards Southerness on the coast. It's a long way from being deserted, but threading its way through low-lying hills past hedgerows and drystone walls, it is pretty good to drive. It's an opportunity to get a feel for the i30 Fastback N on something other than a multi-lane highway and a chance to wake myself up from the dulling effects of a long motorway drive.

When the A710 reaches the coast, you snatch fleeting glimpses of the muddy Solway Firth and the tall peaks of the Lake District beyond it. The road soon turns inland but, at Dalbeattie, you pick up the A711 that sends you immediately back towards the coastline along a road that feels quieter and more remote. The Hyundai has so many possible drive mode configurations that you could own the car for an entire lifetime and never cycle through all of them. Within the N Custom mode, you can set parameters for throttle response, engine sound, damper stiffness, steering weight, ESC intervention and even how aggressive you want the electronic limited-slip differential →

Prosser finds this hot Hyundai capable but not very playful

Evenings are lighter yet roads still quiet at this time of year

I TICKED THIS OFF MY BUCKET LIST

Drive a car at 200mph

All my conscious life I'd wanted to do it, yet when it happened it was almost anticlimactic. It was 2 May 1994, at Bruntingthorpe, and I was in a McLaren F1 prototype. I still have the recording of colleague Gavin Conway laconically calling out the speeds as XP5 gained velocity at a hitherto unimagined rate for a road car. But it was too quick: it got from rest to 200mph in less than 30sec – to the F1, it was just another number on the dial and, on a wide open airfield, even the sensation of speed wasn't that great. Sorry to disappoint. **ANDREW FRANKEL**

Drive on the Isle of Man

I've spent a reasonable amount of time on the derestricted stretches of Germany's autobahn. But, until three years ago, I'd never experienced the considerably greater thrills of limit-free roads where you drive on the left. The Isle of Man isn't the easiest place to get to, but taking a trio of British sports cars there – a Morgan Plus 8, an Ariel Atom 3.5R and a McLaren P1 – was proper dreams-come-true stuff. Conditions were wet and gloomy but, out of season, the TT mountain road was quiet and the McLaren predictably epic. I'll almost certainly never travel as quickly on a British public road again. **MIKE DUFF**

Do a US road trip

In 1991, I didn't know or care what a bucket list was. Rather more appealing was a direct flight to San Francisco, hire a car and, after a few days, take off for Las Vegas with the future Mrs Ruppert. That was only part one of the road trip. We got upgraded from a grim Chevrolet to a Buick Century, presumably to return the rental to a more lucrative outlet. In between was Yosemite National Park, Death Valley and just miles of what still is a huge, almost endless, film set. Even better in that barge-like Buick. **JAMES RUPPERT**

Drive a lap of Iceland

Driving 828 miles in 48 hours may not sound like fun, but when you're doing a lap of Iceland at the wheel of a Mazda MX-5, it's as good as life gets.

Yes, in some respects it was fairly arduous: it was a long way, I'm very tall and the MX-5 very small and the speed limits are low and rigorously enforced.

But none of that mattered because the land of ice and fire is every bit as other-worldly spectacular as the tourist brochures make out, from

Irish Sea crashes to its white, frothy limit along this coast

> The next morning dawns bright and sunny and I realise how pretty this old fishing village is

← to be. But for now, I'm just switching between Normal when I reach a town and Sport when I leave it.

The car is quick, grippy and secure. It's competent, but almost oppressively so. As I roll into Kirkcudbright, I'm left wondering where the drama is; where the excitement might come from. The SWC300 soon picks up the A75, which trudges along with commuter traffic and artics on their way to west Scotland's busy ports. I sit in convoy with them for a short while but, just before reaching Newton Stewart, I decide to deviate from the route for the first time, turning right onto the A712. I know from a couple of days spent up here three years ago that this road is one of the very best in all of Scotland and therefore the entire British Isles, and that driving right past one end of it would be a terrible waste, like walking up to the front door of the Sistine Chapel but not bothering to peek inside. It spears into the heart of the Galloway Forest Park, a 300-square-mile reserve that's about as beautiful as any part of Scotland outside of the Highlands.

It draws visitors at night for its unpolluted view of the stars (the area is the UK's sole 'dark sky park', one of only four in the western world, owing to its remoteness), but during the day, I can think of nothing better to do within it than drive back and forth along the A712. At points, it jinks and flicks like a Corsican rally stage, and at others, it flows and sweeps gracefully. The surface is mostly pretty smooth and the road is blissfully quiet.

The i30 Fastback N is a transparent car when driven at pace, so you're never left guessing where its limits are. But it feels a lot like the i30 N hatch; so pigheadedly sure-footed and stable at the limit that you'd have to be blindfolded to misjudge a corner. Mostly, that's a good thing but it also means the Hyundai offers only a little of the challenge and reward of the most thrilling hot hatches. →

the rolling mountains, steaming volcanoes and black sand beaches through to the hot lagoons and iceberg-filled estuaries.

I'm going back with the family this year – but this time we're taking a week over it. **JIM HOLDER**

Mini hunting in Chile

Ever since I found a 1972 British Leyland corporate brochure picturing Chilean-made glassfibre-bodied Minis, I'd been intrigued. Decades later, in 2011, I set out to find the factory that made these curios, in a Mini Countryman. We drove from Santiago, in the centre of this long, thin country, to Arica, close to the Peruvian border, where the factory was. Great moments included driving through the Atacama desert, finding an original glassfibre Mini and randomly discovering that the father of the porter at our Arica hotel had worked at the plant. He took us to two sites, one flattened, the other containing some original buildings and now a university. **RICHARD BREMNER**

Drive a hillclimb in a Caterham

It was the perfect day: a Caterham R300, a helmet and driving overalls on the passenger seat. Lovely weather and an entry for Shelsley Walsh hillclimb. Wife off with her mates so no one to worry about (getting bored). I can't remember how well I did – average probably – but I didn't bend the car. On the way home, I stopped at a lovely village pub and had a pie and a pint. I thought at the time that it doesn't get much better and I think the same now. **COLIN GOODWIN**

Own my dream car

When I was a kid, I wanted a Caterham more than any other car, apart from a Ferrari F40, maybe. But I figured I'd probably never afford one of those. A Caterham, though, seemed doable. "By the time I'm 25," I thought, "I'll have one." So I did. Just. By borrowing almost my annual salary. I bought a stripped-out ex-race car with a 2.0-litre Vauxhall red-top engine making 200bhp-ish, straight-cut gearbox, limited-slip differential and 13in Minilite wheels. And it was great. I used it, loved it, looked after it and later sold it for what I paid for it. One of the best things I've done with cars. **MATT PRIOR**

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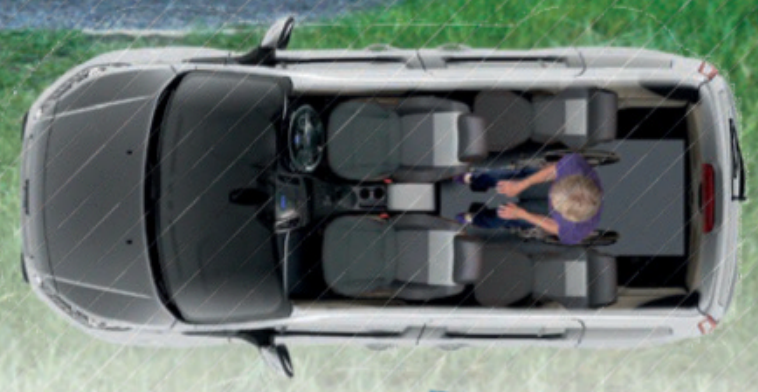

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← The 271bhp turbocharged 2.0-litre engine is strong and effective but, like the chassis, it seems to lack a little sparkle. At the choppy Clatteringshaws loch, I turn around and run the road in the other direction, eventually picking up the SWC300 once more.

My plan for the evening had been to make it to the Mull of Galloway Lighthouse on the southern tip of the Rhins of Galloway, a hammer-head peninsula draped in arable fields, in time for sunset, but with cloudy skies obscuring a weak sun, there's not even a hint of colour overhead. So instead, I turn in for the night at my hotel in Portpatrick.

It's not until the next morning, which dawns bright and sunny, that I realise how pretty this old fishing village is. I don't stay long, though, choosing instead to dash over to Stranraer and pick up the SWC300. Like the A75 before it, the A77 is a busy arterial route, so I settle into a cruise and watch the scenery morph around us. Once out of Stranraer, the road climbs up above the Irish Sea, which crashes into whiteness on the rocks out to your left. There are moments when the A77 looks a little like the Pacific Coast Highway, albeit →

The i30 Fastback N is unfazed by being given an early bath

10 MOTORSPORT EVENTS FOR YOUR BUCKET LIST

When it comes to motorsport around the world, aim high – and go long. Or not, in the case of the last of our 10 top tips for must-see events...

Monte Carlo Rally

The Monte always seems on the edge of chaos, due to both the frequent risk of sudden snow or ice and the willingness of organisers to shake up the event format and stages on a regular basis. Still, if their capricious whims lead to the inclusion of the Col de Turini at night, that's where you should head. Join the throng in the dark, listen for the engine notes and marvel as some of the world's best drivers flash past in a blaze of spotlights and engine roar. **JA**

Daytona 500

The Great American Race lives up to its hype from the moment the oh-so-American pre-race pageantry kicks off. (Think big flags, military fly-pasts and spirited invocations.) Thankfully, the race itself maintains that spectacle, with 40 brightly coloured stock cars locked in close quarter. The use of engine restrictor plates to keep speeds down leads to intense pack racing, inevitable late-race drama and, frequently, plenty of crashes. Shake and bake. **JA**

Nürburgring 24 Hours

No, it's not just a car maker's playground. The sight of more than 200 thoroughbred GTs, supercars and the odd Seat Leon rolling into action for the 'other' 24-hour classic in June is unforgettable. As darkness falls, head out into the woods, on a mountain bike preferably (14-plus miles takes some exploring). But beware: the booze-fuelled campsites are just as hairy (in both senses) as the legend dictates. **DS**

Spa 6 Hours

There are two to choose from: the modern World Endurance Championship race in May and the historic event in September. Both offer perfect opportunities to explore one of the world's last great 'old-school' race circuits. Latest-generation sports prototypes and GTs are spectacular, but if old racing cars are your thing, the historic 6 Hours increasingly outstrips the Goodwood Revival for pleasure. **DS**

Bathurst 1000

Bathurst is a race of contrasts: it's an endurance event featuring no-nonsense hard-battling touring cars on a circuit that has a fast lower section and a crazily tight and twisty mountain section. To get the authentic experience, head up the mountain for an up-close view of the big, brash, spectacular 5.0-litre V8 supercars – and the big, brash, spectacular Aussie fans. **JA**

Macau Grand Prix

A crash-bang-wallop feast of Far East street circuit action in November, featuring the renowned Formula 3 grand prix, GTs, the World Touring Car Cup – and even motorcycling, the bravest of the crazy. About half the circuit is frighteningly, dangerously flat out (just ask Sophia Flörsch) and the other half is single-file and almost three-point-turn tight (at the Melco hairpin). But the wild racing is nothing compared with the night-life. Apparently. **DS**

Pikes Peak

The Pikes Peak International Hillclimb is a hardcore spectator event. There's only one road up the mountain and that's the one the competitors race up – so spectators have to be up before the road closes at 0630hr and can't come down until all the cars have finished. Oh, and at up to 14,115ft above sea level, altitude sickness is a distinct possibility. Worth the hassle? Absolutely. The scenery is stunning and watching competitors attack the world's toughest hillclimb is mind-blowing. **JA**

Indianapolis 500

Buy a grandstand seat high up in Turn 1 and be prepared to recalibrate your brain. How Indycars turn left at 230mph without the hint of a lift is something you have to see. The scale of The Brickyard, especially packed out on Memorial Day in May, fits the stereotype of everything being bigger in America. But the Indy 500 is one occasion that actually exceeds its hype. **DS**

Le Mans 24 Hours

The greatest motor race in the world? All things considered, yep – that still fits. The 8.4-mile circuit has been sanitised in recent years – but only a bit. Midnight at the fast Tertre Rouge right-hander or up on the bank on the outside of the Esses can lead to a dangerously heightened sense of bliss (if it's not raining). Take a tent and plenty of waterproofs. And forget about sleep for the weekend. **DS**

British Grand Prix

Yes, really. Home is where the heart is when it comes to Formula 1 – and for spectators, Silverstone is one of the best places to see grand prix cars at their best. The atmosphere is electric (even when it rains) and the race is usually eventful. There's also the risk that it might be on the endangered list – genuinely. If you've never been, go this year – just in case. **DS**

greyer and chillier, with a whiff of battered food in the air and far fewer rented Ford Mustang convertibles.

It's at Ayr that the SWC300 turns inland to find its way back to its starting point. The roads soon become as brilliant as you'll find anywhere, sometimes twisting beneath overhanging trees, at other times roaring across wide open farmland and occasionally arcing through high-sided valleys covered in rusty bracken. The sections either side of Wanlockhead, Scotland's highest village, are a delight to drive, challenging, rewarding and picturesque in equal measure.

On these final stretches, I press the Hyundai's N button for the first time. In the i30 N hatch, this would make the suspension so unbearably stiff that you'd try it once and never again, but in the Fastback it's actually usable on the road, or at least on the smoother sections. It's firm and tough, but whereas the i30 N hatch threatens to bounce you into a nearby field in that mode, the Fastback never does. The exhaust suddenly finds its voice and the steering becomes more incisive, the limited-slip diff tugging you more forcefully out of corners. In N mode, the car comes to life and feels far more energetic than it ever does in its Sport setting.

Nonetheless, in terms of sheer excitement along a rollicking B-road, the Hyundai still gives something away to rivals from Renault and Honda. It remains belligerently locked down, rather than being in any way adjustable or playful. But for the entire journey, the full 1000-mile loop from London and back again? I'm not sure I could have expected much more from a £30,000 hot hatch.

Inevitably, though, it's the route that steals the show. It doesn't have the majesty of the North Coast 500 and its scenery isn't quite as awe-inspiring. But its roads are just as good to drive and you can do the whole thing with a single overnight stay, like I did. The South West Coastal 300 shouldn't only be on your bucket list: it should be ticked off it as well.

You can lean on it hard in bends and it will remain faithful

IT'S STILL ON MY BUCKET LIST

Drive from Cairo to Cape Town

If I could do one transcontinental drive, this would be it. I'd like to do it in a new Land Rover Defender because there'd be no better way of proving it was worthy of the name. I'd like to break the record – held by a Fiat Panda last time I heard – but not to linger a little would be a shame. Although I have no connection to the continent save being married to someone who grew up there, there is nowhere I am happier or, weirdly, feel more at home than sub-Saharan Africa. Plans? None. But if Land Rover were planning such a trip, I can confirm my availability. **ANDREW FRANKEL**

Drive across America

The cliché alarm might be jangling, but I've always wanted to drive all the way across the US in one trip. I don't want to try to beat the record – an improbable 28 hours and 50 minutes from New York to LA – but rather take a leisurely route that I pretty much make up as I go along and one that would be chosen to take in the more interesting roads of Montana and the Pacific Northwest instead of the normal straight shot. The ideal vehicle would be something big, American and dumb: I've toyed with buying a decommissioned police-spec Crown Victoria. **MIKE DUFF**

Buy a BSA Bantam

In 1974, my brother-in-law Jimmy Smart gave me his BSA Bantam. It was a Bitza, D1 frame, with a 150cc D3 engine. It was tired and the last tax disc said May 1972 after he rode home from work and chucked a tarpaulin over it. Jimmy died of cancer two years later and I lost heart in the restoration and then discovered girls and cars. I have got it to a stage where it only needs oily engine bits. Finding them has been difficult and I have even toyed with the idea of turning it into a battery-electric Bantam. Help. **JAMES RUPPERT**

Master off-roading

Every now and then, there's a chance to do some spectacular off-roading as part of a new car launch, but no matter how butt-clenching the challenge, you always know that they wouldn't be asking you to drive through the river lapping over the bonnet if there was the remotest risk of it going wrong.

I'd love to buy something cheap and cheerful (an old Suzuki Jimny, perhaps) and spend a weekend with some committed amateur green-laners on unfamiliar roads, protected by their expertise but with a dose of jeopardy

On such roads, a hot hatch can be more fun than a supercar

> This road is one of the best in Scotland and therefore the British Isles

thrown in. Research suggests spare time is my only enemy, as joining an appropriate car club looks no harder than a swift internet search and signing a very small cheque. **JIM HOLDER**

Import a US classic

Buying a classic car in the US and driving it to the east coast for shipping: it's a bit of a cliché, and I've half done it already, buying a Chevrolet Corvair in Montana and dragging it to Newark. The difference is that I'd like to drive the next acquisition rather than towing it (the 'Vair wasn't quite fit enough), and this time, I want V8 power, wrapped in one of GM's most dramatic shapes. The '68 Corvette C3 tends to be overlooked these days, being long-lived, degraded and familiar. But early chrome-bumper versions look great and, allegedly, drive spectacularly with the rare 370bhp LT-1 small block. One day, I aim to find out. **RICHARD BREMNER**

Drive a Bugatti Veyron

Surprisingly, for someone who considers supercars (let alone hypercars) a waste of time and only of great use to people with self-confidence issues, I would very much like to drive a Bugatti Veyron. I was never offered, or tried to arrange for myself, a drive in the Veyron when it

was launched. I'd like a go in one now because I'm curious. I've heard so much about the car that I do feel that I've missed out by not driving one. If you own one and are willing to risk it, you know how to find me. **COLIN GOODWIN**

Restore a car

I've done a little bit of welding, a little bit of painting, a little bit of trimming and a little bit of mechanical tinkering. But I've never done any of them particularly well and, crucially, I've never done them together. It's still, though, right up my list of things to do with cars, and I don't think I'll be satisfied until I've taken an absolute barn-find snotter and restored it back to its former glory. Maybe not to concours or factory condition, but to absolutely as I want it. I've almost got space, equipment and skills. One day, it'll all fall into place. **MATT PRIOR**

IN THE PURSUIT OF SEVEN HEAVEN

Jonathan Palmer loves the Caterham Seven so much, he's developed his own (again). **Matt Prior** joins him in a quest for handling perfection

PHOTOGRAPHY OLGUN KORDAL

A car maker would call it an abuse test. Every March, PalmerSport's doors open for drive events at Bedford Autodrome. People come, they thrash cars around for the day, encouraged to drive as fast as they can by Jonathan Palmer's race instructors, and go home, happy and knackered.

By the end of each year, 12,000 people have taken part, with each of Palmer's track cars covering 25,000-30,000 miles – the equivalent of seven racing seasons. They might spend 60% of their time at full throttle and, when they're not, it's full braking or full cornering with varying levels of driving finesse.

At the heart of it all – in a fleet made up from BMW M2 Competitions, Renault Clio Cup cars, Formula 3000 single-seaters, JP-LM open-topped sports-prototype-alikes and evergreen Land Rover Defenders – are Caterham Sevens.

Palmer has used Sevens for virtually all of PalmerSport's 27 years. "We used to run them at Bruntingthorpe [the proving ground/airfield where PalmerSport began]," says the boss, Jonathan Palmer. "Then when we came to Bedford, we designed each circuit around a particular type of car. The East Circuit is the tricky, sinuous one, which was designed for a Caterham."

Partly as a result, Caterhams consistently top the customer satisfaction survey every PalmerSport customer is asked to complete. "The Caterham is fun. You can push it, you can slide it. That concept – front engine, rear-wheel drive – it's unbeatable really," says Palmer.

Having tried a few different variants over the decades, this year Palmer wanted a Seven specifically designed to let people jump in and get the best out of it and Bedford's East Circuit.

To spec it, Palmer largely "told Caterham what we want", and PalmerSport built the cars, including installing an instructor's second brake pedal (with the ability to kick the brakes off as well as on) and a comprehensive roll cage that allows easier access than a full race cage.

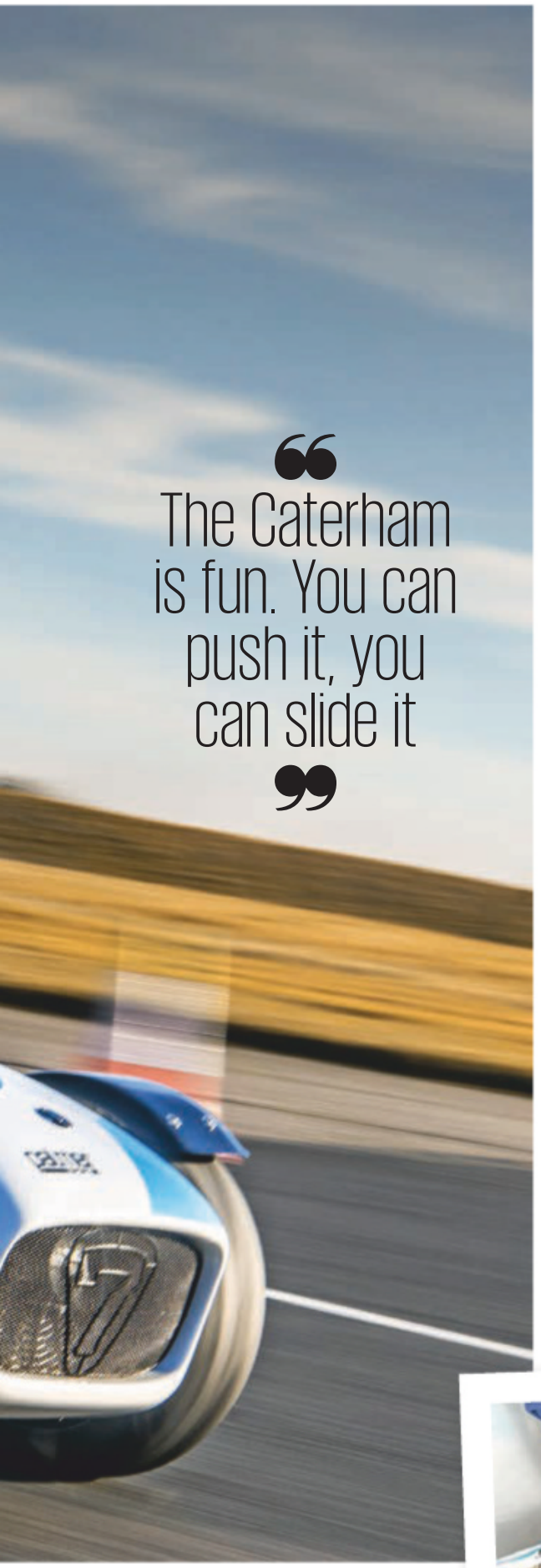
The car is the SV wide-bodied Seven, because clients are of all sizes and "you've got to fit them, in a minute. You can't spend five minutes trying to get comfortable."

Bespoke Caterham: bedded in at Bedford

At the heart of it is an engine and transmission of a spec not normally offered in a Caterham, a 2.5-litre Ford Duratec driving through a Sadev six-speed sequential gearbox, pneumatically operated by steering wheel paddles so drivers new to the car can forget about the clutch and gearlever once they're rolling.

The 2.5, used in Ford SUVs overseas, is a version of the 2.0-litre engine fitted to cars (including Caterhams) in Europe, just stroked for more torque, which means it's the same external size as the smaller capacity unit.

PalmerSport removes the surprisingly heavy counter-rotating balance shafts, lightens the flywheel and fits a dry sump. It runs, like most PalmerSport cars, on liquid petroleum gas (LPG), with a Vialle system injecting fuel as a liquid, rather than, as is more usual, a gas, so the



> The Caterham is fun. You can push it, you can slide it

Prior and Palmer compare notes among the fleet

There are various tyres, ride heights, springs, geometries and anti-roll bar settings to work through and Palmer goes about it with the kind of rigour for which the place – and the man himself – is renowned. At nearly £1000, PalmerSport's days are expensive, but known as the best in the business.

At the start, the car's in a fairly standard set-up. It's weighed at 641kg, on Academy race dampers with a standard ride height, and running 15in rims, with no front but a stiff rear anti-roll bar. There are some videos of the new Seven on Palmer's website and, I suspect, they were shot with it in this form, because it looks hilariously oversteery. Sure enough, the car wants to swap ends as soon as you look at the steering wheel and body movements are too noticeable.

A change of tyre makes it more drivable, but the quickest and most progressive is Nankang's AR-1 track day tyre, though it feels like the tyres have too much performance for the chassis' relatively soft set-up.

The ensuing mechanical tweaks make a bigger difference; the car is lowered, and race dampers and firmer springs are fitted. Palmer's engineers clearly have an idea of where they think the car will go with these changes, but it's gratifying that Palmer and I both prefer the set-up as they work through the iterations.

The car gets both faster and more predictable, but no less playful, and in the end, lowered with roll bars disconnected, is possibly the best Caterham I've ever driven. The engine's broad powerband means you're never left out of the rev-range, and the gearbox and its calibration are superb, letting you concentrate entirely on the handling. One final tweak reduces castor, and therefore steering weight, with no notable loss in steering feel.

The result is a really wonderful Caterham. The only time I might have had more fun in one was in a Supersport around the Rye House kart track. But this is, objectively and subjectively, better set up.

"Ultimately, we want the sort of set-up that, if you said 'do you want to go and do 20 laps', you'd just jump in and go," says Palmer. Between us, we complete 104 laps. And I can't think of a time when I wouldn't want another 20. A

Set-up tweaks delivered near-perfect handling

air-fuel temperature is lower and power therefore higher.

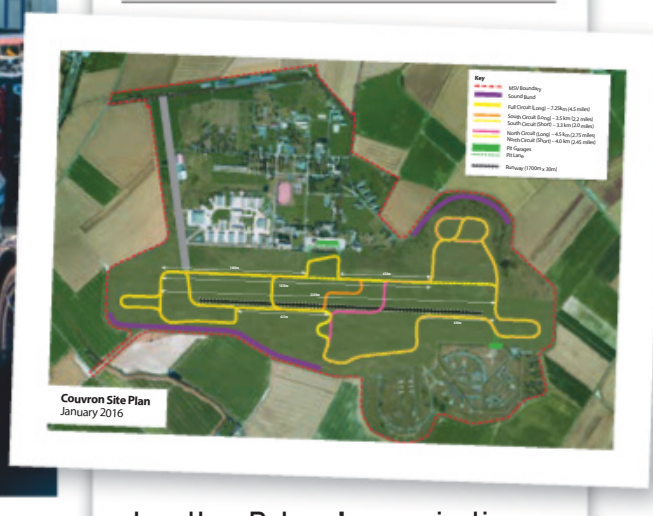
Its output is 200bhp but, more importantly, "we want a responsive engine that's torquey", says Palmer. That the Duratec is naturally aspirated and relatively low revving, to about 6200rpm, is key.

Turbo lag or an engine that doesn't come alive until 6000rpm is "irritating enough on the road," says Palmer, "but put it on a twisty little circuit and it kills the enjoyment."

It's mid-February and PalmerSport is in the midst of tuning the car's handling for the circuit. And that's where Autocar comes in.

We've been invited for a drive and to be the enthusiastic amateurs, to say what we think of the car's handling while it's being tweaked. Palmer and I will swap in and out of the car during the day, and his engineers and technicians will change the set-up.

PALMER'S FRENCH FANCY



Couvron Site Plan
January 2016

Jonathan Palmer's organisation was recently given the go-ahead for its development of a former military airfield near Laon, France, which MotorSport Vision will turn into a 1263-acre autodrome.

The site will become, MSV hopes, "a mecca for the owners of supercars and other high-performance vehicles", and will feature a myriad of different tracks. Five miles of main circuit that can be divvied up into different layouts, as Bedford can be, including the possibility of a 1.5-mile, 200mph straight.

There's also a two-mile urban road system, a 1000m asphalt oval and an eight-mile country road around the perimeter.

It has been designed to accommodate racing, with six major car and bike events throughout the year, corporate days, track days, motor industry testing and proving (a business park is on site), driver training, and corporate events and launches – trackside, there will be banquet seating for 500, and there are a number of hotels close by.

"To now have formal authorisation from the prefecture for our Laon Autodrome project is fantastic news," said Palmer. "This is effectively planning consent."

The facility is scheduled to open in spring 2021.

THREE OTHER CATERHAM HIGH SPOTS

CATERHAM SEVEN HPC (1987)
The 1.7-litre Cosworth BDR engine made a fulsome 170bhp and enough speed for Caterham to recommend 'High Performance Course' driving tuition for buyers – hence the name. Though you could find and install the same engine in a Seven yourself, and effectively have the same thing.

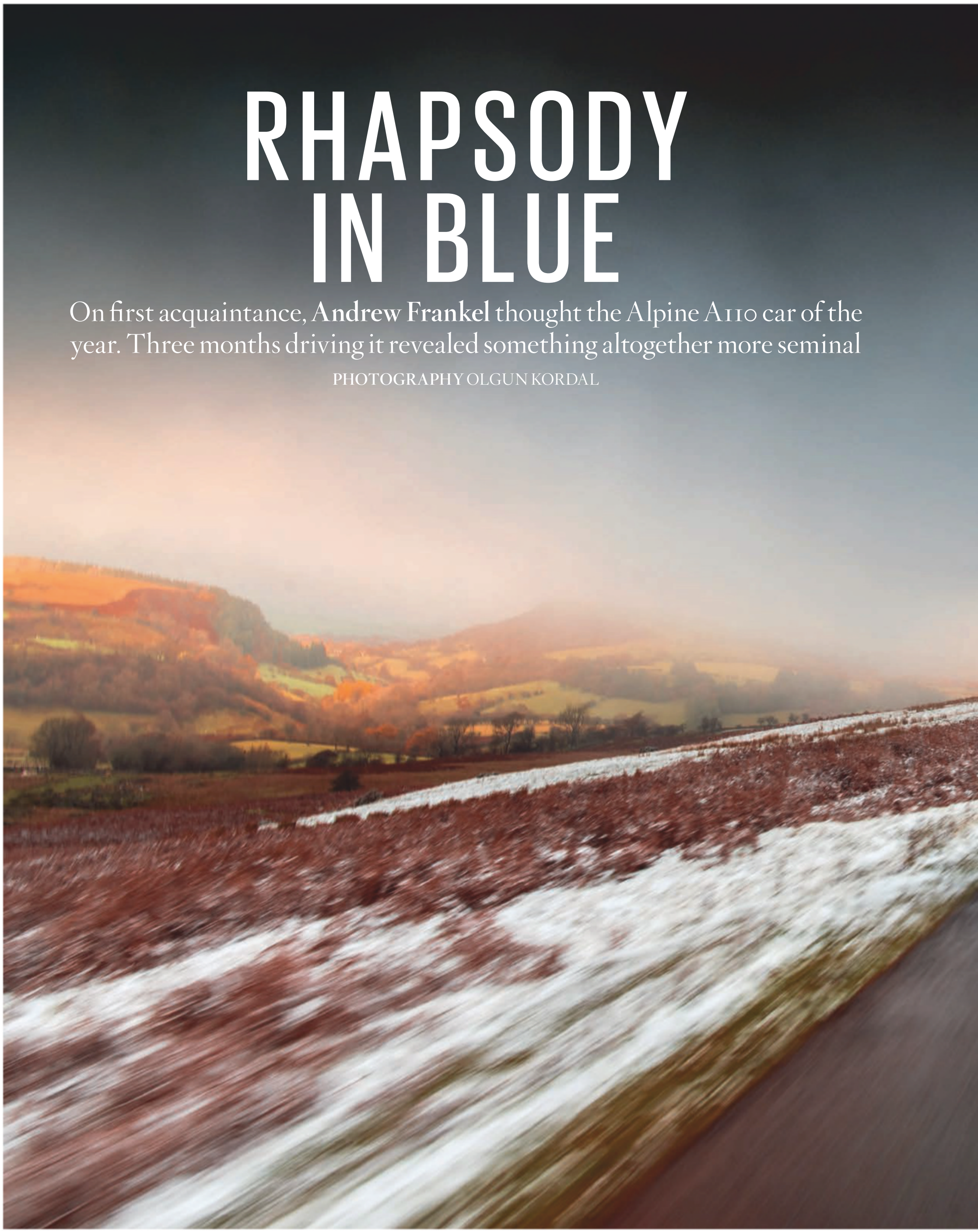
CATERHAM SEVEN JPE (1992)
Today's car isn't the first Caterham Jonathan Palmer has put his name to. In 1992, the JPE (Jonathan Palmer Evolution) had a 250bhp red-top Vauxhall engine and, in the hands of former grand prix driver Palmer, set a new 0-60mph record for a production car, at 3.44sec.

CATERHAM SUPERSPORT (2012)
Arguably the sweetest-handling of all modern Sevens, with a 140bhp 1.6-litre Ford engine giving just the right amount of power for the 14in tyres. Autocar ran a long-termer and it remains one of the fondest-remembered cars in these parts.

RHAPSODY IN BLUE

On first acquaintance, **Andrew Frankel** thought the Alpine A110 car of the year. Three months driving it revealed something altogether more seminal

PHOTOGRAPHY OLGUN KORDAL



Do you know when an Alpine A110 is at its absolute best? When you drive it 'normally'. In the three months that it was mine, I threw it along mountain passes and around race tracks. I thrashed its little 1.8-litre motor to the limiter more times than I'd care to admit, and broke the traction of its rear tyres at every available safe opportunity. But never was I more dumbstruck by the car than when, say, taking it to the airport, or collecting a child from school. Because in those sorts of environments, it shouldn't have worked at all. Yet it did.

And that is remarkable. Imagine you had another one-tonne, two-seat sports car in the same situation: you'd go down the M4 simply accepting that the lack of refinement, stiff ride, crude interior and clunky functionality were merely the price that needed to be paid to drive a car so light and enjoyable on the right road. But the Alpine is quiet, it is comfortable, it is very nicely trimmed and works nearly as well as a Mégane most of the time. There is no quid pro quo. Which is why now, more than ever, I think the A110 is not just a fine new car but a landmark. I use the word carefully because in the sports car world they don't come along very often: the McLaren F1, the original Audi Quattro, Ferrari's Dino 246 GT and, of course, the first Porsche 911. Can the A110 really be considered among such cars? I think it not only can, but if the scale of the achievement that created it is to be appreciated, I think it must. When I first drove it, I thought it the best car I'd driven all year, but it took prolonged exposure for me to be sure it was not just an exceptionally good car, but a profoundly important one too. And I'll get back to that point at the end.

For now, however, consider where it came from, which is effectively nowhere. It was the product of an abortive joint venture with Caterham (I wonder how much that particular separation is now regretted on this side of the Channel), using hot Mégane running gear. Unlike the Alfa Romeo 4C that is its closest rival, it doesn't have a carbonfibre tub, but a rather less sexy aluminium monocoque. It's not very powerful (252bhp), it doesn't put much rubber on the road and the tyres it wears are pure street specification. On paper, it looked unremarkable.

And, to me at least, in the flesh too. It's a pretty shape to be sure, but when they parked it next to an original 1960s A110, it suffered so much by comparison, I wondered why they'd bothered: 'Here's one we did earlier, just rather better...'

But then I drove it, contributing to the wave of purple praise on which the little French sports car came surfing into shore. That much we all know. But it's all very well for people like me to drive cars like this on roads carefully chosen by its maker. →

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> No modern sports car imparts more confidence than this

But what about real life? I can now shine at least a little light onto that no-less-important dimension.

To be honest, it is an everyday car but not a perfect one. Its design flaws include minimal storage space on board, a small boot at the back and a storage area up front so flat it would be great for someone starting a small record collection, but not much else. The digital radio reception is the worst I've heard in a car so equipped – probably because there is so little steel in the structure to conduct the signal – and the navigation sufficiently poor that one of my earlier moves was to buy a bracket to sucker my telephone to the front quarter light. The sports seats in this car are very supportive on a track, but I've had enough of them after a couple of hours on the road. Were I buying one, I'd choose the standard chairs. You can't use sport mode with its crisp throttle response and cruise control at the same time – not a big flaw I grant, but occasionally annoying – and sometimes when you select manual mode in sport, it upshifts by itself anyway.

It also failed to proceed on me twice. One morning I found it completely dead, the driver's door window slightly lowered. It ignored my weedy lithium ion external starter battery and when I hooked up my battery charger, it killed it stone dead. Someone from Renault came with an industrial starter pack and it fired up just fine, and it was returned to me in perfect order having been thoroughly checked out – I had apparently left an interior light on. Well, I may or may not have been guilty that time, but I really don't think I was when it did exactly the same on the day before it was due to go back. Schmuck that I am and desperate for a farewell blast as I was, I let it kill another battery charger before giving up. That said, this was an early, pre-production left-hand-drive press car, so if these events are down to some electronic gremlin rather than my own incompetence, my hope would be that it had long since been traced and fixed for customer cars.

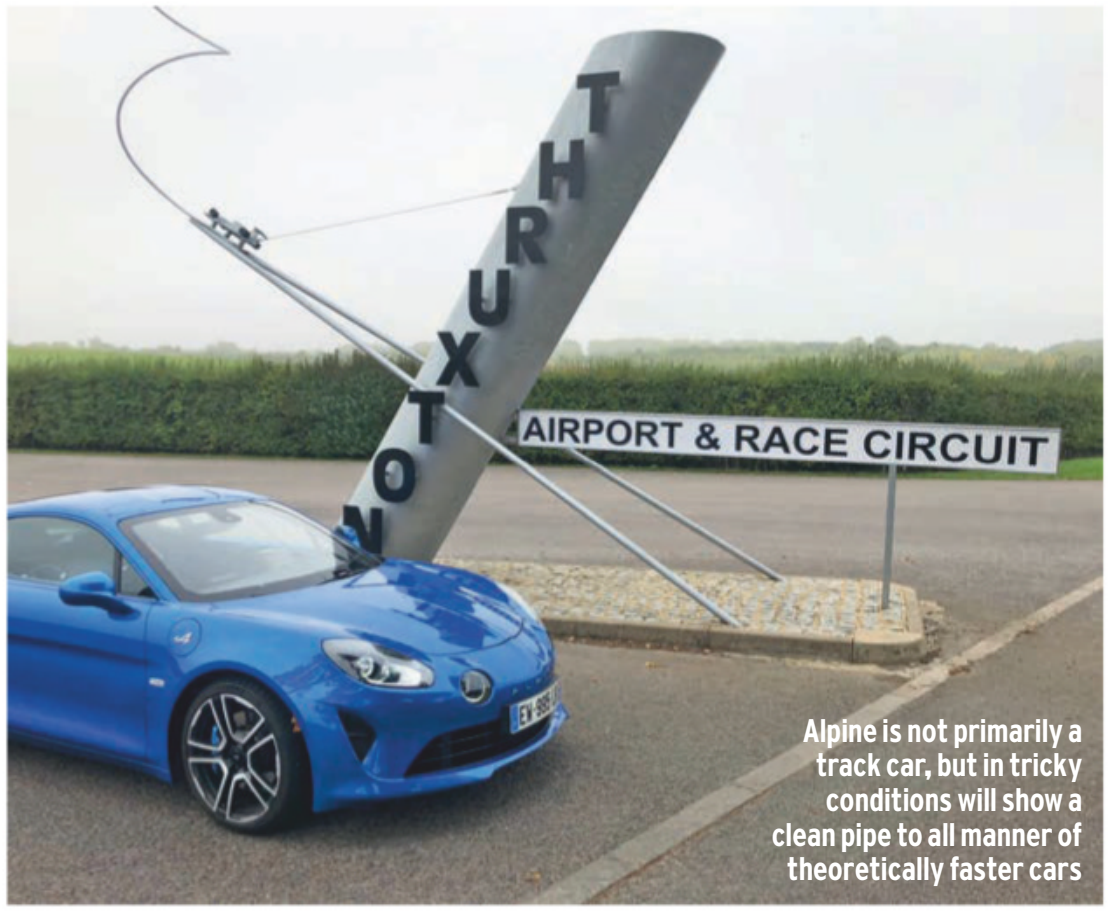
So it's not perfect. But it was incredible, because it did something no other car you can buy for remotely similar money can do, which is make you want to use it all the time because it made every single journey, however short and slow, genuinely special. The low-slung driving position oozes promise. The engine is easily the most pleasing small turbo four of my acquaintance, and it enjoys an almost instinctive relationship with its double-clutch transmission. Would I prefer a manual? You bet, but it's not on the table.

But it is the way the A110 addresses the road that singles it out. It is what I call a car park car, and they are bloody rare. A car park car is one that lets you know you're in for a treat before you're even out of the car park. The way it breathes with the road surface, so soft and supple, is unlike other modern sports cars and it can actually feel quite old-fashioned. Likewise the steering: it's not quick or aggressive off-centre – it is instead linear, precise and offers feel you don't expect in these electrically assisted days.

Which means the car is special even on wet and busy roads on cold and dark winter days because, when there's nothing else going for you, →

On a dark, damp day, this is the sports car you want to drive

Our Alpine cheerleader shows off his pom-pom



Alpine is not primarily a track car, but in tricky conditions will show a clean pipe to all manner of theoretically faster cars

A110 spent time with perhaps the world's fastest road car, the McLaren Senna, and held its head high all day long

First time it killed the battery, it dropped the door window, hence the crude weatherproofing

Rare blot on the copybook was that it drained its battery completely twice (though first may have been my fault)

Sat-nav not terrible but worse than Google Maps or Waze, making a smartphone mount necessary

Outside Wales' oldest inn en route to a final shoot on Gospel Pass, the highest road in Wales. A fitting finale

A110 screen provides nine pages of fabulously geeky information about all aspects of performance. Clutch temperature, anyone?

Few months with long-term BMW 740Ld provided the perfect yin and yang for a man on the move. Don't imagine I'll be that lucky again...

> It made every journey, however short and slow, genuinely special

the Alpine will always feel like a thoroughbred sports car, and much more so than many thoroughbred sports cars.

Probably my best day in it was a cross-country thrash to Thruxton for a track day. I got there and saw a paddock full of weapons-grade machinery like Porsche 911 GT3s, Mercedes-Benz SLSs and so on, and I thought that on a track as ferociously rapid as this, I'd need to keep an eye on the mirror. Yet despite me driving quite cautiously around a track that has always scared me, not a single car came past in all the hours I was out there. You see, the track was cold and a little slippery and what you need most from your car in such circumstances is certainly not power and not even grip – it is confidence. And no modern sports car imparts more confidence than this.

What does this all mean? I have said before that I fear for the Alpine project because it's really hard to see how the A110 is going to pay its development bills all by itself. It is a standard bearer, no more. A brand needs to be built around more mainstream cars if the volumes required to amortise costs are to be realised. And that strikes me as a far harder task than what has already been achieved. So what the A110 will mean and what it should mean may not yet be one and the same.

But what it should mean is that sports car and supercar manufacturers around the world learn from its example. For here is proof that such cars don't need to be impractically wide, or implausibly powerful to provide a seminal driving experience. At the other end of the scale, it proves a car does not need to be crude or uncomfortable just because it is small and light. It proves too that such cars need not be relegated to the realm of mere recreation.

Which is why it is indeed such an important car, or at the very least deserves to be seen as such. Funnily enough, the closest parallel to it I can find comes from another time and another place, which I wasn't even alive to see. But qualities I see in the A110 today remind me of what those people must have seen when they first started driving early Porsche 911s in 1964, or 901s as they were then. Both defy the convention that says a pure driving machine cannot also be great daily transport. Indeed, they go further and say that the very fact they are so enjoyable in the most unprepossessing of circumstances is not just additional but key to their appeal. The 911 went on to become the most iconic and enduring sports car of all time and the A110 deserves to follow in its footsteps. Whether it actually will or not is, of course, a entirely different matter. A

Visitors to Llanthony Priory witnessed two landmarks that day

HOW TO MAKE IT EVEN BETTER

If I were to design my optimum A110, I would make three substantive changes: I'd raise the power of the engine to the same 296bhp it has in the Mégane Trophy, which should be cheap and very easy to do, and I'd then bolt on the six-speed manual gearbox that comes with the same car. Then I'd do an extensive wet and dry assessment on road and track and decide whether the car needed a limited-slip differential. I expect it would, but only a very mild one. I think the results could be extraordinary. Do I think it will happen? The engine and limited-slip diff probably, but probably not the manual gearbox. Still, two out of three ain't bad.

A110 four-pot makes 296bhp in the Trophy

As car parks go, it beats the local supermarket

Bar reflects C&M's car (and bike, right) culture perfectly

A CAR CAFE FOR ALL – AS YOU LIKE IT

A refreshing watering hole in the heart of Shakespeare country is becoming a popular stop for car fans. **Colin Goodwin** dropped in to meet the man who runs it

Recently I was on a car launch and overheard some younger journalists talking about a joint called Caffeine & Machine. On further questioning, they explained that it's a sort of car nut's meeting place where you can go and drink a coffee, eat, even stay over in one of eight rooms and generally chew the automotive fat with fellow enthusiasts.

Fast-talking entrepreneur Phil McGovern set it up in a house just outside Stratford-upon-Avon, only a stone's throw from Jaguar Land Rover's HQ. According to McGovern, engineers and test drivers already use Caffeine & Machine as a watering hole. Aston Martin is equally close by and their testers also drop in.

Caffeine & Machine has echoes of The Bike Shed, a motorcycle-themed cafe and eatery in the heart of London's Shoreditch hipsterville. I hadn't been to The Bike Shed, but went there for research purposes before coming up to visit Caffeine & Machine. I had a nice lunch, didn't buy any stylish biker gear and was able to resist having my beard trimmed for £24. It costs two quid at my local barber. It was fairly evident from observing my fellow customers that I was probably alone among the lunchtime guests in holding a motorcycle licence. A bit too trendy and try-hard for me, but I'm told that it's great fun to watch a MotoGP race live at The Bike Shed because of the atmosphere.

McGovern grew up in Kenilworth

Machine and, erm, caffeine (right). It's becoming a venue

> "It's a bit like the Ace Cafe, but set in open countryside"

Phil McGovern: catering for everyone

in an estate where neighbours included Volvo and now Geely design wizard Peter Horbury, Jaguar powertrain man David Szczupak and Land Rover legend Roger Crathorne. "I did some work experience with Roger at what was then the start of Land Rover Experience," says McGovern. Later, post-university, he worked in customer relations at JLR and then in 2007 was sent out to the Middle East to look after the company's operations there and in Africa. "I've always had a love affair with photography," he explains, "and started a website called Crank and Piston. Unfortunately, I published a photograph of an abandoned Jaguar XJ220 in Qatar and the bosses got wind of it and told me that I had to shut the site down. I didn't want to and was given the boot." McGovern stayed in Dubai and founded a successful creative agency. In 2017, he returned to the UK with a plan in his head for what turned out to be Caffeine & Machine.

McGovern is very keen that his place doesn't become too hipsterish. In fact, he doesn't want it to be at all sectarian; known only as a meeting place for supercar freaks or classic car cloth cappers. The idea is to create a vibrant and inspiring place to share the passion. So far I like it.

McGovern's vision for this place fits with my theory on the future of motoring. I'm convinced it's going to return to being a hobby. Automated, overcomplicated and bland machines will simply be part of the transport infrastructure alongside buses, trains and Uber. We hardcore enthusiasts will be looking for places to go and things to do in our cars. In other words, it's going to be more like being a biker; a breed that has always sought out excuses to go riding. Caffeine & Machine will be one such place. It's a bit like the Ace Cafe on London's North Circular, but the big difference is that this place is set in open countryside and driving here will be a pleasure in itself and part of the experience.

The door handles on the entrance are camshafts allegedly from a Porsche 964 RS. In the entrance, there's a Yamaha TZ250 once raced by Damon Hill. Turning right into the coffee and drinks bar, there's a Harley-Davidson bobber parked with a drip tray underneath it. "That came to visit with its owner last weekend, but it conked out. It's a sort of temporary exhibit," explains McGovern.

In a room next door, there's a rather lovely Porsche 356 parked up. Dotted around it are bits of art, furniture and sculptures that are all for sale. Another of Caffeine & Machine's raison d'être is to be a sort of craft centre for automotive arts. Around the back are various outbuildings, one of which contains a young lad who does suspension geometry the old way with bits of string. He's charged very little rent in what is a commendable plan to assist youngsters and start-ups.

In the grounds are plinths where cars can be displayed and admired, and there's also a big teepee-like structure for gatherings. Audi has used Caffeine & Machine for a car launch and I'm sure that other manufacturers are probably looking at the place at least for a coffee stop on a journalists' test drive route. I hope it doesn't get too corporate. It'd be a nuisance to drop in for a chat and cuppa and find the place swamped with car hacks.

Already we have Goodwood's breakfast club, but that's not so easy to get to if you don't live in the south-east. Shelsley Walsh holds regular breakfast gatherings, too, and they're brilliant. Shelsley is near to Caffeine & Machine, so there's a very pleasant Sunday morning/lunch run for you. Give it a try. A

For more information, visit caffeineandmachine.com

The cars that will cost you nothing to own

Steep depreciation is the price for buying a brand-new car, but carefully selected second-hand ones come with virtually a money-back guarantee. By **Dan Prosser**

Choose your new performance car wisely, be careful not to rack up too many miles and, three years later, it might be worth 60% of what you paid for it. That's pretty much a best-case scenario. That means the Volkswagen Golf R that you've put £35,000 into will be worth £21,000 after 36 months, so it will cost you close to £5000 in depreciation alone every single year.

No matter how you buy your new car – with cash, on finance or on a lease contract – you as the first owner will bear that cost. You can reduce your depreciation liability by buying a second-hand car, perhaps one that is already three years old and has slipped down the steepest part of the depreciation curve with somebody else's name on the V5 document. But the car will still lose value. As we'll show over the next five pages, though, it is possible to buy a first-rate driver's car that will hold on to its value.

There are certain performance cars on the second-hand market that are so well-regarded – and that are in sufficient demand – that their values are set in stone. Pick the right one and it'll probably owe you nothing two or three years down the road. You could get back every penny you paid for it.

Can it possibly be that straightforward? No, of course not. On the subject of future values, there can be estimates and calculated guesses, but never any guarantees. We will also take a closer look at the realities of choosing an older car over a brand-new one. What you need to know is this: by slashing your depreciation bill to nothing, your motoring expenses could be obliterated. And it's doable even on the most meagre budget.

Mazda MX-5 (NA)

Not too long ago, an original MX-5 could have been yours for little more than £1000. That will only buy the tattiest MX-5 out there these days, which is as clear a sign as any that values are on the up. This year marks the 30th anniversary of the little sports car's arrival, which means you'll invariably be looking at examples with more than a handful of miles behind them and plenty of stories to tell. Nonetheless, there are plenty of cars out there that have been cherished, so that doesn't mean you'll have to satisfy yourself with a rust-ridden and careworn old shed.

The perky four-cylinder engines are said to be near enough bulletproof with regular oil changes and proper maintenance, although you should inspect the car closely for signs of corrosion, knackered suspension components and a flappy hood. The original MX-5 was the second-ever winner of Autocar's Britain's Best Driver's Car competition, beating all-comers in 1990, and a good example will be a joy to drive to this day. Now well and truly into modern classic territory, the MX-5 is a sure bet for depreciation-free motoring.

WE FOUND 1995 MX-5, 55,000 miles, £3250

Renaultsport Clio 197

If there is such a thing as an unloved Renaultsport Clio, this is probably it. The 197 was never reviewed as enthusiastically as the quick Clios that came before it, while the model that came immediately after, the Clio 200, was better to drive. But the 197 is surely the best-looking of the lot – in fact, it must be one of the best-looking small hot hatches full stop – and it's fantastic to drive by any measure. Costing from as little as £2800, the Clio 197 surely can't drop much further, if at all.

WE FOUND 2006 Clio 197, 52,000 miles, £3500

Alfa Romeo GTV 2.0 Twin Spark

So many of these very pretty little coupés have been neglected, their paintwork allowed to fade and rust left to wreak its havoc. But a fair number have been loved and adored, which means you'll readily find an example for not much more than £2500 with pristine bodywork and a clean bill of health. There are V6 models out there for less than £5000, but the truth is the Twin Spark, with its much lighter four-cylinder engine, was always better to drive. Values may even climb in coming years.

WE FOUND 2003 GTV, 72,000 miles, £2795

Honda Civic Type R (EP3)

Sure, it's shaped like a breadvan and, yes, the enormous headlights do give it a startled expression, but the howling four-cylinder motor under the bonnet more than makes up for the Civic Type R's somewhat gawky looks. For less than £3000, you'll be buying one of the finest hot hatch drivetrains of recent times, with the rest of the car thrown in for free. These Type Rs tend to live tough lives and often they're not well looked after, which means the cleanest cars will hold onto their value.

WE FOUND 2003 Civic Type R, 68,000 miles, £2700

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BMW M3 (E46)

The third-generation M3 has been one of the most tempting used performance cars for so long that values have begun to climb. With hindsight, it seems absurd that £6000 was ever enough to buy a serviceable M3 with reasonable mileage because, with muscular but understated styling, one of the finest straight-six engines of all time and peak M-car dynamics, the E46 M3 always seemed to be worth so much more. You'll need to spend at least £8000 now, but in a couple of years that could rise to £10,000 or so.

The car isn't without its issues. The most enthusiastic drivers will be looking for coupés with manual transmissions, but so many of the examples you'll find listed in the classifieds will be convertibles and plenty will have the jerky SMG semi-automatic gearbox. What you'll really need to look out for is a cracked boot floor, however, because according to some specialists it's a case of when, not if. BMW made a lot of 'goodwill' repairs on cars younger than 10 years old, but even so you'll only ever have real peace of mind if a recognised M3 specialist has inspected the car closely and given it a clean bill of health.

WE FOUND 2003 M3, 92,000 miles, £8500

REALITY CHECK

The upside of buying a car that's unlikely to depreciate is obvious, but what about the downsides? Inevitably, there are plenty of them. For one thing, if you really want to protect your car's value, you shouldn't drive it at all but keep it parked up in a heated garage. That isn't what we're proposing by any means – and with moderate or even average use, the cars listed here will still hold onto their value. If you cover many more miles than the average person, though, it is unfortunately a very different story.

Some of the cars in this list are also getting long in the tooth – an original MX-5 might now be 30 years old – which means they'll have none of the interior tech that you may have become accustomed to. Still, a dashboard mount for your smartphone and an aftermarket Bluetooth device will between them navigate most of those issues.

The biggest downside? Without a warranty, every car here will cost more to run and maintain than a comparable new car. That's an inescapable fact. However, since your depreciation bill will be insignificant, or even non-existent, you'll have to be on the receiving end of a particularly nasty sequence of four-figure invoices before you're actually worse off.

Honda S2000

What's intriguing now about Honda's no-nonsense roadster is that it's actually become more valuable, like-for-like, than the Porsche Boxster that was always said to be the superior sports car. Scarcity is one factor, for the S2000 is nowhere near as common as the Porsche, and while its handling balance isn't as forgiving as the mid-engined car's, it does have the more thrilling (and durable) drivetrain. The cheapest cars trade hands for £7000 or so, but £12,000 will buy a low-mileage example that will hold its value.

WE FOUND 2007 S2000, 63,000 miles, £11,800

Mitsubishi Lancer Evo VI

As the used car market begins to realise the Evo VI is not a boy racer's car after all but actually a nailed-on future classic, its value is beginning to creep up. These cars are now 20 years old and you'll struggle to find one with really low mileage for a sensible price, but there are plenty available with 60,000 miles or so for less than £15,000. Its pathetic range makes it unsuited to really long journeys, but across a moorland road there's not much out there that will be more exciting.

WE FOUND 1999 Evo VI, 58,000 miles, £11,995

Renaultsport Clio 182 Trophy

The 182 Trophy's future legend status is assured on two fronts, for not only was it exceedingly rare with only 550 ever built (all but 50 for the UK market), it also happens to be one of the finest small hot hatches ever produced. Why so special? The remote reservoir Sachs dampers that gave it freakish body control with uncanny pliancy over bumps are at the heart of it. Those dampers cost around £1000 each, which is why Trophy owners have them refurbished when the time comes rather than replacing them entirely.

WE FOUND 2005 182 Trophy, 40,000 miles, £10,000

£15,000-£30,000

Lexus IS F

It was never as highly regarded in its day as rivals from BMW and Mercedes, but the Lexus IS F is now more expensive than both the V8-engined M3 and the C63. With fewer than 200 ever brought into the UK, the IS F is exceptionally rare, which is exactly what will keep values strong in years to come. Contemporary reviews said it wasn't as sharp to drive as the M3 and not as characterful as the C63, but those seem like petty criticisms today. The truth is it handles well enough for a four-door saloon car and its normally aspirated V8 is as delightful now as it ever was.

Its fidgety ride quality was improved as part of a facelift midway through its life, although those post-2011 IS Fs still command £25,000, while the earliest cars are trading hands for around £18,000. It's unlikely they'll slip much further.

With typical Lexus reliability and build quality, you can expect to fork out only for routine maintenance and servicing; unlike the comparable M3, the IS F's engine doesn't have any commonly occurring issues. Just be aware that a brawny 5.0-litre engine will have an appetite for both fuel and rear tyre rubber.

WE FOUND 2009 IS F, 69,000 miles, £18,000

Porsche 911 Carrera 4S (996)

If the 996 really is the unloved 911, the Carrera 4S is at least the most highly regarded version of it (aside from the very expensive GT3 derivatives). From the rear it looks like the Turbo model, thanks to its wide arches and full-width reflector strip. With four-wheel drive and 316bhp, it has much of the all-weather, cross-country pace of the twin-turbocharged version, too, but at 70% of the price. Values have risen sharply in recent years and are unlikely to perform a U-turn.

WE FOUND 2003 Carrera 4S, 61,000 miles, £23,995

BMW M3 (E92)

The M3's high-revving V8 is worth the ticket price alone. The cheapest examples cost less than £15,000, but for just a little more you'll find low-mileage cars with impeccable histories. Buy through a recognised specialist and you may even pick up a warranty, which is worth paying a little extra for given that these cars can present the odd four-figure bill in the event of a mechanical failure. You'll burn through fuel at an astonishing rate and the tyres won't last long, but you won't regret it.

WE FOUND 2007 M3, 49,000 miles, £16,450

Bentley Continental GT

Can a 15-year-old Bentley ever make financial sense? There's no doubt that for £20,000 you'll be getting a staggering amount of car, one that combines speed and luxury unlike anything else at the same price point. But that big W12 engine with its two turbochargers will cost a small fortune just to keep you in fuel and there will be no such thing as a small maintenance bill. If the Conti GT does lose any of its value from here, though, it will do so very slowly indeed.

WE FOUND 2004 Conti GT, 51,000 miles, £20,895

PRIVATE, APPROVED USED OR SPECIALIST?

Buying an approved used car from an official franchise can be prudent because you'll be covered by a warranty for at least 12 months, but you will pay a premium. While it is possible to buy an approved used Aston Martin V8 Vantage, for instance, they start at a little under £40,000 rather than the £32,000 suggested elsewhere.

The very cheapest examples of a particular model will be offered for sale privately. These cars won't have been thoroughly checked over and nor will they be warrantied. If this is how you choose to buy your pre-owned performance car, you'll need to be certain you know what you're looking for.

The happy middle ground between the two? That will be a recognised specialist. For whichever car you're in the market for, there will be a specialist out there. You won't pay as much like-for-like as you will at an official franchise, but the car will be checked over and, in almost all cases, it will be warrantied as well. Striking up a cordial relationship with a relevant specialist will be the most cost-effective way of buying the right car, looking after it properly and maintaining its value.

OVER £30,000

Mercedes C63 AMG 507 Coupé

The 507 was the run-out special-edition model that bade farewell to the thunderous 6.2-litre V8. The C63 that followed would switch to a more powerful but less characterful 4.0-litre V8 with turbos. Now the most sought-after model, the 507 commands something like a £10,000 premium over a standard C63 of a similar vintage and with the same mileage. Objectively it probably isn't worth the extra outlay, but it is the version that will hold its value, making it far and away the better option in the long run.

WE FOUND 2014 507 Coupé, 24,000 miles, £38,290

Aston Martin V8 Vantage

Undoubtedly one of the riskier bets in this company, the gorgeous V8 Vantage won't shed much of its value over the next couple of years, if any whatsoever, but its scope for ruinous maintenance bills is not to be underestimated. Still, for a little over £30,000 you could be driving one of the prettiest sports car shapes of recent times – and one that's punted along by a tuneful normally aspirated V8. The Vantage can be tricky at low speeds with a heavy clutch and weighty steering, but on the right road it's fantastic to drive.

WE FOUND 2006 V8 Vantage, 46,000 miles, £32,000

Nissan GT-R (R35)

The earliest R35 GT-Rs have been trading hands for around £30,000 for a little while, which suggests Nissan's thumping four-seat coupé has now reached a lower plateau. You will need to budget a reasonable amount for running costs and maintenance, while finding a reputable specialist to look after it will be key. In return you will be getting one of the most intoxicating driving experiences of any car at any price, and enough straight-line performance to humiliate new cars costing four times the money.

WE FOUND 2009 GT-R, 55,000 miles, £32,995

Porsche 911 Carrera GTS (997)

Depending on who you talk to, 2019 will be a more bruising year for the high-end performance car marketplace than the years that came immediately before it. Some car traders will tell you that certain models are taking longer to sell than they did two or three years previously and that they're no longer fetching the inflated sums they once did. If there is to be a significant correction event, most of the cars in this list will be affordable and common enough to be unaffected. The 911 Carrera GTS, however, might not be.

Nonetheless, the GTS is said by most commentators to be the pick of the 997 range, GT models aside. It took all that was great about the 997 – compact size, hydraulic steering, normally aspirated engines – and combined it with modern interior tech, strong performance and just-so handling. The prices these cars still command eight years later are testament to just how good the GTS was and how desirable it remains, and although shock at the top end of the market might have an effect on GTS values, they'll never drop so catastrophically that your investment will look reckless.

WE FOUND 2011 911 Carrera GTS, 48,000 miles, £54,995

AFTERMARKET WARRANTIES

One way to protect yourself from big bills in the event of a mechanical failure is to buy an aftermarket warranty. In some cases, the manufacturer itself may offer to sell you an extended warranty, but on older models you'll have to go to an independent warranty provider (and even then they're unlikely to touch a car that's more than 10 or 12 years old).

By and large, aftermarket warranties are not as comprehensive as manufacturer warranties, although you can choose your level of cover. You should make sure you know exactly what is and what isn't covered – the cost of labour, for example, might be passed on to you. Nonetheless, should you get very unlucky indeed and have your car's engine fail through no fault of your own, you'll be extremely glad you invested in a warranty. It could save you a small fortune.

The costs vary enormously depending on the car in question. By way of example, Warranty Direct will sell you a two-year engine and drivetrain warranty on a 2009 BMW M3 (that's covered 70,000 miles and is worth £17,000) for £858. That covers parts and labour in full, although you'll have to pay more to cover the brakes, suspension, fuel systems and electronics as well.

YOUR VIEWS

WRITE TO
autocar@haymarket.com

New Panda spark

Fiat has at last emerged from the doldrums by exhibiting its Concept Centoventi EV (News, 13 March). If it is to be called Panda, it is good that the superb styling is entirely new. The first two Pandas were great designs in entirely different ways, but the current generation is just a poor facelift of its more sharp-suited forebear and has aged badly.

This new one looks great inside and out and I hope it reaches production with minimal alterations, apart from the coach doors, of course – they never make it! It will be interesting to compare it with Honda's Urban EV. Fiat is promising its car will be "the least expensive BEV on the market", while Honda hints that its offering "won't come cheap". However, I am puzzled about the fitting of more batteries if needed; surely the extra weight will necessitate some tweaking of the suspension?

Michael J Bacon
Towcester, Northamptonshire

Don't forget the Midget

Your 13 March article "One hundred not out" offers great ideas for sub-100bhp cars that are fun. Personally, I'm not into motorbikes, electric town cars and have no pilot's licence, which left me with the two little sports cars. Wonderful solutions both, but I think you may have missed one other. My MG Midget (40-50bhp and less than 800kg) was once described as 'the most fun a man can have below 50mph – with his clothes on'.

Are there any modern contenders for that title?

Peter Hills
Royston

See John Evans's How to Buy in the 20 March issue, Mr Hills. Great minds and all that – DS

Zero marks

It seems reasonable to assume that Ferdinand Piëch is a pretty bright bloke, but does he live in the real world? How else do we explain the statement made at the Geneva motor show that the Mark Zero electric supercar can be charged to 80% of its (presumably around 100kWh) capacity in less than five minutes?

At the European system standard of 400V three phase, this equates to a charging current approaching 2000 amps. Apart from the difficulties of providing a safe but easily usable vehicle connector and a manageable cable for this level of current, where exactly is the prospective owner going to find a 2000A supply?

Nonsense of the very best kind.

Bill Gysin
Via email

Thumbs up for new Fiat, says Michael

Style puzzle

For the Piëch Mark Zero read Jaguar F-Type or Aston DB11... Yawn!

Electric or not, where is the creativity to take advantage of EV packaging versatility? Why have we got to put up with cynical, lazy, retro 'styling' as opportunities are squandered?

Jaguar's I-Pace suggests we may see some movement in the SUV class, but sports cars deserve better too!

It's a real shame that the courage shown by Ferdinand Piëch with the VW XL1 is not reflected in this mediocre effort which bears his own name. Puzzling!

Richard Penna
Derby

To be accurate, Ferdinand Piëch is not responsible for the Mark Zero. The company that builds it was co-founded by his son, Anton Piëch – DS

LETTER OF THE WEEK

Be a good sport, MG

I see that MG seems to be doing quite well in China, effectively its home market, despite all the noise there about its supposed Britishness. There is little doubt that with each new model, the quality of design and build quality has gone up, and having looked at an MG3 and an MG ZS, I must say these are a lot better than the MG6 I looked at around five years ago.

The problem is that even these new cars have the sporting appeal of a wet weekend. MG has always stood for affordable sportiness, and there was nearly always a proper sports car in the showroom alongside the more practical cars. Mazda, whose styling MG seems keen to crib, at least has the MX-5, obviously a sports car in the spirit of the old MGB.

Things began to look a bit more promising two years ago when they showed us a kind of electric super-coupé called the E-Motion; since then there has been nothing with the tiniest hint of sportiness. You do have to wonder if the people in charge really have a clue about what they own.

John Miles
Via email

WIN
Letter of the week wins this ValetPRO exterior protection and maintenance kit worth £48

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Mark Zero scepticism appears high

High peak of anger

I am becoming increasingly angry at the repeated barrage of unjust negativity towards Jaguar from the British media, the public and on these very pages from people who have clearly never even sat in one.

Compared with the Germans, French, Italians and Americans who unconditionally support their national brands, the British thrive on mockery and ridicule of their own motoring industry, while dismissing the fact that Jaguar cars are class leaders, and to my eyes vastly superior to Audi, Mercedes and BMW when it comes to the styling stakes.

Yes, some interior finishes and infotainment lag behind the Germans, but 'first-world problems' and all that. When I'm driving, I'm driving; when I want infotainment, I sit on my couch and stare at my TV.

The stark reality, for all of Jaguar's efforts, is that the vast majority of the motoring public can't distinguish between a dynamic masterpiece and a rock-hard, under-steering barge. New-car buyers simply want as many touchscreens and gadgets as possible, huge wheels and a marketing promise that it will 'corner like it's on rails'.

Above all else, though, their purchase has to convey status to their friends, neighbours and colleagues

Germans vs Jaguar: is British snobbery at work, wonders Paul?

and, for some reason, the German 'three' have this wrapped up, while Jaguar (and others) get an automatic dismissal.

Sad to say, but good old-fashioned British snobbery determines sales figures far more than product excellence in this country.

Paul Haynes
High Peak, Derbyshire

Stop breaking down blues

Jaguar Land Rover builds beautiful-looking cars that handle superbly. Star designers Gerry McGovern and Ian Callum are rightly held up as demi-gods in the industry. So how could JLR possibly post such a mammoth loss? It's so barn-door obvious to me why they're not shifting enough units: reliability!

I know many owners and their cars are either just about to break down or currently in the garage. JLR is either ignoring this problem or is incapable of getting it sorted – or they just don't care. Either way, I and many others will not buy from JLR until its decades-long sojourn at the bottom of the reliability league table comes to an end. I am not alone. People do not want to buy unreliable cars.

Richard C Anderson
Via email

Getting up his nose

I note a more balanced approach recently on the vexed diesel/petrol conundrum, for which I offer thanks.

I would thank you and motoring journalists even more if, as impartial observers and commentators, a critical eye could be turned to particulates, as this is what really gets up my nose in all senses of the word. Does glossing over these particular exhaust issues suit the motor industry's vested interests?

My take on diesels now is they are only worth their metal on long journeys. For the short hop, which is the most usual pattern of vehicle usage, there is no benefit and quite a lot of disadvantage. And many more particulates, perhaps.

Roger Rigge
Cambridge

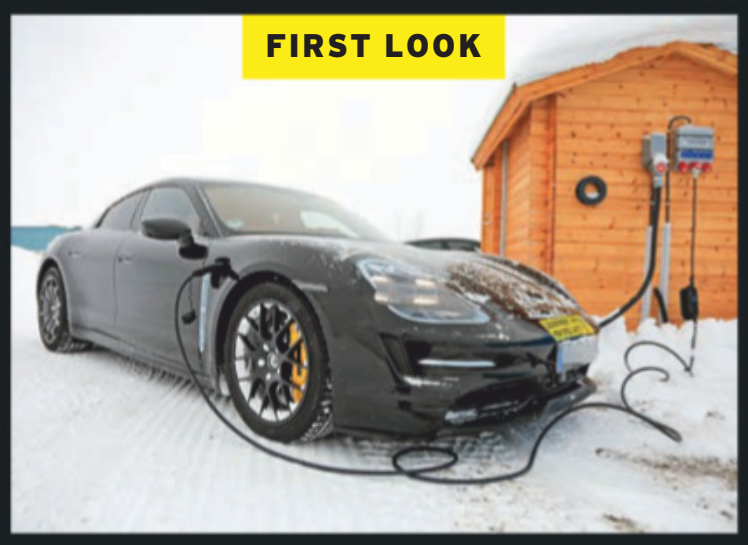
John Evans wrote an enlightening piece on diesel particulate filters in the issue dated 23 January – DS

GREAT REASONS TO BUY

NEXT WEEK'S ISSUE

ON SALE 3 APRIL

New Porsche 911 vs rivals
You've read the first-drive verdict, now see just how good the all-new 992-generation 911 is against its sports car peers



New Porsche Taycan
We join the development team of Porsche's electric sports saloon

BTCC: then and now
As we warm up for a new season, is the series better now than ever?

EVERY WEEK

Mercedes-Benz B-Class
Thought MPVs were dead? Not at Merc. We rate the new B-Class

New Range Rover Evoque
Our first UK drive of Land Rover's second-generation crossover

Bentley Flying Spur
The Conti saloon is now a bargain used buy. How to find a good one

SUBSCRIBE autocar.co.uk/subscribe or see p26

CONTENTS SUBJECT TO CHANGE

OUR CARS

FEATURED THIS WEEK

AUDI A6 AVANT

CUPRA ATECA

JAGUAR XE

MERCEDES-BENZ A-CLASS

MERCEDES-BENZ S-CLASS

VOLKSWAGEN ARTEON

VW ARTEON

We wondered if this car has what it takes to stand out. After a 10,000-mile test, we now know the answer

Driving experience offered lots of polish but little engagement

FINAL REPORT **MILEAGE** 10,326

WHY WE RAN IT
To find out if VW's added-desirability family saloon still feels special at the bottom end of the model range

Futterneid. The Germans have a word to describe the specific kind of envious desire you feel for good-looking food on someone else's plate – and 'futterneid' is it. I learned as much recently, courtesy of the BBC's Nicky Campbell, via the radio on our long-term Volkswagen Arteon. Like much of the rest of the car, the radio is entirely good, adequately powerful and very usable – although not what you'd call special.

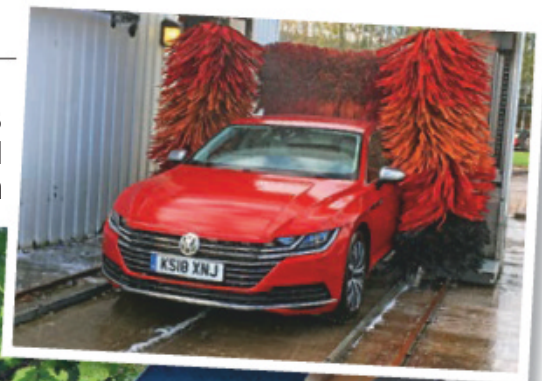
Regrettably, I've no idea if the Germans have a similar term to describe how you might jealously regard the car in someone else's parking space – but, sufficiently encouraged that they may, we've been doing our best to find out, over the past eight months, whether one of Germany's less fanciable family-sized fastbacks could inspire such an inkling after getting to know it better. The kicker was that we'd be engaging with this VW at its most ordinary: with the cheapest available petrol engine and trim. Desirability has, over the years, proved a difficult concept for a brand as progressive as VW to master. So has its latest fashion four-door got enough of it?

Now that our long-term test is at an end, after nearly 10,000 miles, the verdict's in – and the feeling of the Autocar road test jury is much as it was when we road tested the Arteon in the spring of 2018. It's not a desperately positive note on which to start this farewell to what has been a near-ideal means of transport for a small group of colleagues who tend to get plenty of driving jollies from other sources.

But sadly, even after extended acquaintance has made us regard this car's comfort, practicality, usability and perceived quality very highly, it hasn't proved that the Arteon has the dynamism to make it feel any more special to drive than the next mid-sized saloon. Not, at any rate, at rung number one on the model derivative scale.

Neither has simply looking at the car at length, and on a daily basis, really given us any greater appreciation of an exterior design that fails to create much in the way of instant visual attraction. We all agree that there are bits of the styling we like but none of us would say those bits come together to amount to a car that really stands out – unlike the previous long-term test car we ran, the directly comparable Kia Stinger.

The Arteon deserves some credit, nonetheless, for maintaining a convincing aura of calming cut-price luxury and refinement over its time with us. We went out of our



It made the miles disappear like road grime in a car wash

Four blokes and all their camping kit proved no problem

It rubbed shoulders with the greats on road test duty

> The Arteon has provided serene, intuitive, spacious, convenient and relaxing transport

TEST DATA

VOLKSWAGEN ARTEON 1.5 TSI EVO ELEGANCE DSG

TEST STARTED 24.7.18	
Mileage at start	898
Mileage at end	10,326
PRICES	
List price new	£32,745
List price now	na (engine discontinued)
Price as tested	£34,555
Dealer value now	£23,708
Private value now	£21,074
Trade value now	£19,750
OPTIONS	
Metallic paint (Chili Red) £595, keyless entry and hands-free tailgate £900, rear-view camera £315	
FUEL CONSUMPTION AND RANGE	
Claimed economy	48.7mpg (NEDC)
Fuel tank	66 litres
Test average	43.1mpg
Test best	50.8mpg
Test worst	35.5mpg
Real-world range	626 miles
TECH HIGHLIGHTS	
0-62mph	8.9sec
Top speed	137mph
Engine	4 cyls, 1498cc, turbo, petrol
Power	148bhp at 5000rpm
Torque	184lb ft 1500rpm
Gearbox	7-spd dual-clutch automatic
Boot	563-1557 litres
Wheels	8.5Jx18in
Tyres	245/45 R18 W 96
Kerb weight	1565kg
SERVICE AND RUNNING COSTS	
Contract hire rate	£403
CO_2	136g/km
Service costs	None
Other costs	None
Fuel costs	£1173.45
Running costs inc fuel	£1173.45
Cost per mile	12 pence
Depreciation	£14,805
Cost per mile inc dep'n	£1.69
Faults	None
PREVIOUS REPORTS	
8 Aug 2018, 22 Aug, 5 Sep, 19 Sep, 3 Oct, 17 Oct, 31 Oct, 21 Nov, 27 Dec, 9 Jan 2019, 23 Jan, 20 Feb, 6 Mar	

LOVE IT

CRUISING MANNERS

Engine is quiet and smooth and the ride cushioned and isolating. The miles simply melt by the window.

PRACTICALITY

Second row's properly adult-sized. Boot's bigger than in plenty of SUVs below the window line.

EQUIPMENT LEVELS

You get plenty of kit as standard, among it all a selectable driver profile system.

LOATHE IT

DRIVING POSITION

The seats are comfy but they perch you up much too high for anything like a sporty driving experience.

HANDLING

Entry-level specification doesn't give the Arteon any sporting edge to speak of. And it needs some.

DEPRECIATION IS CALCULATED FROM TAKING THE TRADE VALUE FROM THE ORIGINAL LIST PRICE MINUS OPTIONS

SECOND OPINION

When I wanted a car for five days that was comfortable, economical, quiet and otherwise completely undemanding, the Arteon hit the spot. Car as white T-shirt or cup of unsweetened tea. Over a long spell, perhaps you want more than that. **MP**

way to test the car in as close to basic specification as possible and yet still got a car with heated seats, digital instruments, adaptive cruise control and plenty of useful convenience features chucked in as standard.

The car also repaid us for stumping up for a dual-clutch gearbox with a slickness of operation in unhurried town and rush-hour motoring. In fact, the Arteon soothed away long distances and the drudgery of the daily grind very quietly and comfortably – and it proved that, while you might want to add adaptively damped suspension to your car to make it a bit more athletic, you don't need it to obtain a fine and absorptive ride. There is a maturity and polish about the Arteon's driving experience that, while no substitute for driver engagement, certainly feels nicely accomplished.

The interior, restrained and downplayed as it is, didn't accumulate a single sign of age or wear over our test – and it saw plenty of use. The Arteon ferried four 20-something lads on a weekend camping trip. Stacked to the roof, it played a support role for a brave 15-year-old's long-distance coast-to-coast charity run. Similarly loaded, it conveyed a family of four to the Devonshire seaside for a week of suncream and sand being smooshed into the upholstery. It was adopted by both of Autocar's staff photographers – neither of whom is known for being too careful about where he chucks his Peli cases or empty coffee cups. But you wouldn't have known any of that on the day VW took the car away. What's more, the litre of engine oil I bought in week one was still sat, unopened, in one of the handy storage cubbies on either side of the large and accessible hatchback boot.

The Arteon has, in short, provided serene, intuitive, spacious, convenient and relaxing transport, even putting in the odd 50mpg touring run to prove it can be economical, too; but it was the kind of transport you'd expect of any mid-sized saloon from VW.

In fact, from its slightly ordinary looks to its perched driving position, and from its only just about adequate performance to its occasionally wallowy body control, our Arteon seemed to decline almost every opportunity to stand up and be counted as special – which brings us neatly back to where we began. Because although not every car needs much in the way of dynamic character or a striking sense of visual style, cars like the Arteon – cars explicitly intended to stand apart from the saloon car norm – really do.

And when they don't have such things to fall back on? Well, it's all a bit subjective, I have to admit; but, for me at least, all the space, refinement, comfort, usability and good cruising manners you could ever hope for wouldn't make up for the deficit.

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AAA 1S	B 73	7 DS	4 HER	JIG 61	K2 HAN	MJB 5	16 PR	5 RY	THD 3	A1 PUR
AB 111	BBC 5	D1 SHY	5 HER	333 JJJ	K4 AHN	MJG 90	8 PSA	2 S	TH11MAS	AS11 LEY
5 AJC	4 BGN	DT 6	HH 2	99 JM	K1 RRK	MJT 790	RAJ 96	6 S	T1 MMY	BAY 1A
2 AB	BN 6	E 33	46 HLT	9 JMM	K4AHN	MJT 657	RAJ 706	8 S	TK 25	BEE 1S
69 AB	AO07 CAR	10 EMS	HM 33	14 JO	KS 17	4 NDY	RCH 18	SBG 3	TOM 3Y	BEL 1S
9 AEC	4 CAT	1 EXS	1 HKV	JOS 11	KS 5	44 NDY	RB 111	SCT 71	TON 9	BEL 1L
AHM 1D	CB 26	EG 6	HU63 HES	JON 1N	KS 6	77 N	RB 1111	S99 GRH	898 TR	BIL 70
4 AK	CF 26	E635 AMG	CAR 16K	JOY 1S	8 LB	NAS1R	RBW 1T	21 SLK	1 UA	BIL 83
AK 6	4 CEO	F 1	GO 92	7 JOY	LJ 2	4 NJU	RBW 3	0017 SPY	61 V	BIL 1111
AK 7	CC 373	FC 6	LEK 9	JRA 55	LJ 3	NT 2	11 RC	5 SPY	36 V	BOY 1D
AK 25	CCH 111	2 FMW	3333 J	2 JT	LJ 4	NO 4	1 RH	SS11 OHU	WM 6	BLO 6K
V8 AML	31 CJJ	FSO 1	88 JA	JT 2	11 LJS	570 NY	RJH 34	SUE 7	WC 45	B111 ALS
22 ASG	81 COB	91 G	4 JAK	4 K	LOU 13S	18 O	RK 83	8 SUE	88 X	JB18 OND
38 AS	CSH 626	4 GJS	29 JB	88 K	LYR 11K	OI 3	3 RKB	SWL 9	96 X	B11 RDE
ANG 13K	D 73	F8 GTR	53 JB	40 KB	7 MB	00 OSS	5 RKB	9 SWL	10 XE	CO11 LLN
111 OOO	34 DER	911 GUY	7 JDS	4 KH	12 MCJ	50 OT	8 RLA	SYD 53	6 XK	COX 7B
B 22	DFB 6	H4 PXY	4 JEY	7 KH	A45 MER	11 OU	2 RLP	T 97	20 Y	DAN 1T
3 BET	43 DHB	HAJ 1G	9 JF	KH 3	M4 RYC	3 PMW	9 RSC	TES5S	AD11 DAS	DAV 1X

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MILEAGE 1802

WHY WE'RE RUNNING IT
To see if Merc's Golf rival has come of age – and to try to pick the 'perfect' spec

Name a really epic third part of a trilogy, one that's the defining part of its trio of movies. It's harder than you think. Apparently Lord of the Rings is as good as it gets for a part three, but I'll have to take the internet's word for that and present Back to the Future III for the prosecution's case.

So let's consider this, the climax of our own three-part series on the Mercedes-Benz A-Class, before AMG gets involved and takes over with the excellent A35. To recap, we started life with the entry-level A180d diesel model in mid-range Sport trim before switching to the A200 petrol model in the plusher AMG Line specification. And now we're in the A250, again in AMG Line but with three key differences we'll examine.

First, the A250's turbocharged 2.0-litre petrol engine, which, in this state of tune, produces 221bhp and 258lb ft. The A200 has a 1.3-litre with 161bhp and 184lb ft, so that's quite a jump in capacity. There's also an A220 that splits this pair, which gets a 187bhp version of the 2.0-litre, for the sake of completion.

Glass roof and big twin screens inside ramp up the luxury feel

Second, we welcome the interior's show-stopper for the first time: the twin 10.25in screens for the MBUX infotainment system. This dominates your eyeline in the cabin with its rich graphics, mixing infotainment in the centre of the dashboard with driving information on the right screen, which replaces an instrument binnacle.

We've gone from two smaller screens in the A180d, to one large and one small in the A200, but now we have the full 'do you want to go large?' option. Lovely it is, too, both visually and in its functionality. But worth the extra £2000-plus cost over the lesser systems? Let's see.

Third, that £2000-plus cost (£2200 to be precise) isn't just for the larger instrument screen but is the price of the Premium Plus package (£3595) over the Executive package (£1395). So you get plenty of bells to go with its whistle, including some fancy ambient interior lighting, a better sound system, adaptive LED headlights, memory heated seats and a panoramic sunroof, which arrives just in time for the spring. That's some 15% of the car's list price on one option alone, so assessing its value will be intriguing.

Saying hello to the A250 meant waving goodbye to the A200, which will probably be glad to see the back of me after I soured our last few days together. (I'll just say the word 'ford' and leave it at that, and I don't mean the one with a blue oval. Luckily there was no damage, other than to my pride.)

I was amazed at the A200's easy-going economy, with 50mpg frequently popping up on the trip odometer on my 30-mile-each-way mixed-road commute, I enjoyed the extra agility and fleet of foot the lighter engine brought to the handling over the A180d and was pleased to report the body control improved somewhat with the adoption of a multi-link rear axle, even if the low-speed ride issues weren't completely solved.

I will miss it, although there's now a sense of excitement to try the kind of car you don't see enough of these days: the cooking petrol. Most buyers switched to higher-powered diesels instead of the likes of the A250 in the past decade to get a good slug of the performance mixed with more favourable economy and taxation, but given diesels are apparently all evil these days (don't get me started...), petrol power is making a comeback.

It's early days, but I'm enjoying the greater muscularity of the 2.0-litre engine in the mid-high rev range, as well as a useful improvement in the-gap-in-the- traffic-exploiting 0-30mph performance that's so useful in the real world. And none of this is at the expense of economy too much, with the car returning 40-42mpg on my commute.

The seven-speed automatic gearbox's application in the A250 has been the most impressive yet. You'll remember it has been one of the few black marks against the A-Class elsewhere. While still not completely cured of that low-speed hesitancy, you can trust the 'box to listen to your right foot in a more acceptable timeframe. Bodes well for helping see the car at its very best in its remaining time here.

MARK TISSHAW

LOVE IT

AMG-LIKE LOOKS
This has plenty in common with the A35 AMG at first glance, which is a good thing for kudos.

LOATHE IT

ACTIVE LANE KEEPING ASSIST
Still grates. Now gets confused by old painted-over lines from roadworks and tugs the wheel.

TEST DATA

MERCEDES-BENZ A250 AMG LINE
Price £30,465 **Price as tested** £35,170
Faults None **Expenses** None
Economy 37.7mpg **Last seen** 13.3.19

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JAGUAR XE

It's an easy fit for business drivers – just go easy on the options

MILEAGE 8107

WHY WE'RE RUNNING IT
To evaluate Jaguar's under-appreciated entry saloon, and discover whether BMW 3 Series and Audi A4 buyers should think a little deeper

Our Jaguar XE has been a serious mile-eater since it arrived at our place in the first days of January with around 500 miles on the clock. In the ensuing 10-and-a-bit weeks it has averaged 750 miles a week, which would translate to 40,000 miles a year if it were to stay with us that long.

That's not very likely given that our edition is being superseded right now in the showrooms by an updated version with a plusher interior, a bolder face and a simplified engine range. But it makes a strong point about the XE's usability. This is a car you can grab for any kind of use because it fits down any street and in any parking spot, but it's also well capable of cruising on motorways as fast as you're game, en route to Milton Keynes or Milan. As roads get more crowded and cars get bigger, the right-sized XE teaches you that compactness has an increasing value – and saints be praised, you don't even have to pay for it.

LOVE IT

DRIVER APPEAL
The combination of steering, grip and body control make this a great driver's car.

LOATHE IT

BRAKES AND PAINS
I would be happier with less brake assistance at low speed, and also wish they didn't squeal.

XE's cabin remains a serene environment despite the adoption of bigger 19in wheels

Talking of payment, I was hauled over the coals by business-mileage readers when introducing this car for not drawing attention to the fact that its list price (with options) busts the all-important £40,000 tax barrier, not only making the user liable for an extra £310 tax payment annually, but lumbering the second owner as well. This, in turn, has the potential to hurt my £40,575 car's residuals, because canny second owners will be shopping for sub-£40,000 cars.

Under the circumstances, I'd be crazy not to lose a couple of options (for me, it'd be the £370 privacy glass and the £530 keyless entry), making a handy saving and helping the car sell easier at the end of its term.

Meantime, a few more quirks have emerged, as they always do. As mentioned last time, I really like this R-Sport's body control and comparative lack of road noise (especially given that it's had a further upgrade from the standard R-Sport 18in alloys to 19s) but there are times when its lack of composure can get in the way, especially if you're carrying passengers. Driving on my own, I always find it great. With someone aboard who doesn't enjoy a bit of a sprint as much as I do, it can get a bit trying.

There's a brake quirk, too. At low speed, at the very particular effort level I use to slow at the end of a suburban street, they squeal. Press harder or less hard and it doesn't happen, but at the retardation level I invariably need, they're vocal. They're also a bit over-servoed. Jaguar says it's making few changes to the XE's running gear for the new model – on the thoroughly believable premise that it doesn't need them – but some mild tuning of the brakes might improve things. Not that there's anything wrong with the system in extremis: the XE stops extremely well.

As a whole, this car is doing beautifully. It's fast and easy to drive. And it always feels a bit special. The economy averages 40mpg when driven the way I usually drive, which is to roll easily most of the time but throw in the odd seven-tenths sprint when the conditions are right. This is exactly what my head says a compact Jag sports saloon should be like.
STEVE CROPLEY

TEST DATA

JAGUAR XE 2.0 R-SPORT
Price £34,565 **Price as tested** £40,575
Faults None **Expenses** None
Economy 39.7mpg **Last seen** 27.2.19

OWN ONE? SHARE YOUR EXPERIENCE
steve.cropley@haymarket.com

OUR CARS

Mercedes S-Class

MILEAGE 8820 **LAST SEEN** 27.2.19

I can hardly imagine a car more suited to the journey, nor a journey better suited to the car. Three friends and I took the S500 from Bristol to a wedding in Norwich. The big Benz was spacious, comfy and serene. It averaged a little over 30mpg, but didn't quite have the range to cover the full distance on a single tank. Arriving in a flashier car than the bride wasn't my finest move. **DP**

Audi A6 Avant

MILEAGE 3351 **LAST SEEN** 13.3.19

Modern diesels supposedly banished the black pump's hoary old truck-engine reputation long ago, but our Audi's 2.0 TDI stirs dormant recollections every time the stop-start function kicks in. The rattle and grumble as the motor restarts in traffic is a touch unseemly, while a cut-out of about 15 seconds makes it barely worth the bother. **DS**

Cupra Ateca

MILEAGE 3248 **LAST SEEN** 13.3.19

Click. Thwang. This is the sound of the Cupra's electronic parking brake button being depressed, followed by the graunchy, resonant twang of the brake shoes or pads (I'm not sure which, yet) freeing off if the Ateca has been parked up for a few (damp) days. They haven't stayed stuck on yet, but it's something I'll be keeping an eye on. **RB**

USED CARS

What to buy, where to buy it and how much to pay

James Ruppert

THE HIGH PRIEST OF BANGERNOMICS

A 12-year-old Jetta 1.9 TDI, with a mere 244k miles, is £700

DIESEL BITES BACK

Ignore the flak: a used diesel saloon is a shrewd commuter car

Another week, yet another interesting conundrum. A youngster with a first car that is about to expire needs a solid motor to cope with their impressive weekly commute of 500 miles plus. The only issue is going to be the budget, which can't go beyond £2000. The dead commuter in question is a 2001 Renault Clio. So what should be next?

Well, insurance is always going to be an issue for a youngster, so it helps if the model is a little slow and dreary. Economy is also important because there is money to be spent on skinny jeans, burgers and mobile phone contracts. That puts diesel in the frame and this perfect storm means the Volkswagen Bora is the ideal set of post-teen wheels. I was rather taken with a £650 2001 1.9 TDI with a massive 179,000 miles, but the cambelt change happened 50,000 miles back, so it is probably due another in a year or two. One downside might well be that it is the Sport model. It isn't that sporty but it is in the description, so the insurance company may not like that.

Instead, let's spend a mere £995 and pick up a 2002 Bora 1.9 TDI SE with 128,000 miles. That should deliver a regular 50mpg. Decent spec, too. Or, if you want to be spoilt, a 2005 146,000-mile Bora 1.9 Highline with leather and the all-important full service history for just £1450.

Then there's a £700 2007 VW Jetta 1.9 TDI SE with 244,000 miles – a part-exchange at a main dealer with a full history. Just a modern Bora with a better badge but, hey, look at that impressive mileage.

But enough about booty Golfs: what else is there?

As we are solidly in saloon territory and want reliability, then a 2003 Toyota Aventis 2.0 D-4D T Spirit with 155,000 miles at £999 could makes sense. Oh, and it is a Spirit with leather, which is turning into something of a theme here with affordable oil-burning saloons.

> "The Volkswagen Bora is the ideal set of post-teen wheels"

Anyway, we have more reliability here in the shape of a Honda Accord 2.2 i-CDTi Executive. It's a 2004 car with 160,000 miles, 10 dealer stamps and, being an Executive, leather trim. All that for £1000.

Then again, a more conventional and grown-up Clio would be a Renault Mégane. I was delighted to stumble across a 2005 1.5 dCi Expression with a mere 91,000 miles that should, according to the stats, return 60mpg. How much was that? £1190. That seems like great value and it was fashionably white as well.

So there you have it, kids. Ignore everything you may have been told about diesel: that they are bad and that saloons are stupid. No, these are the coolest commuters in the world.

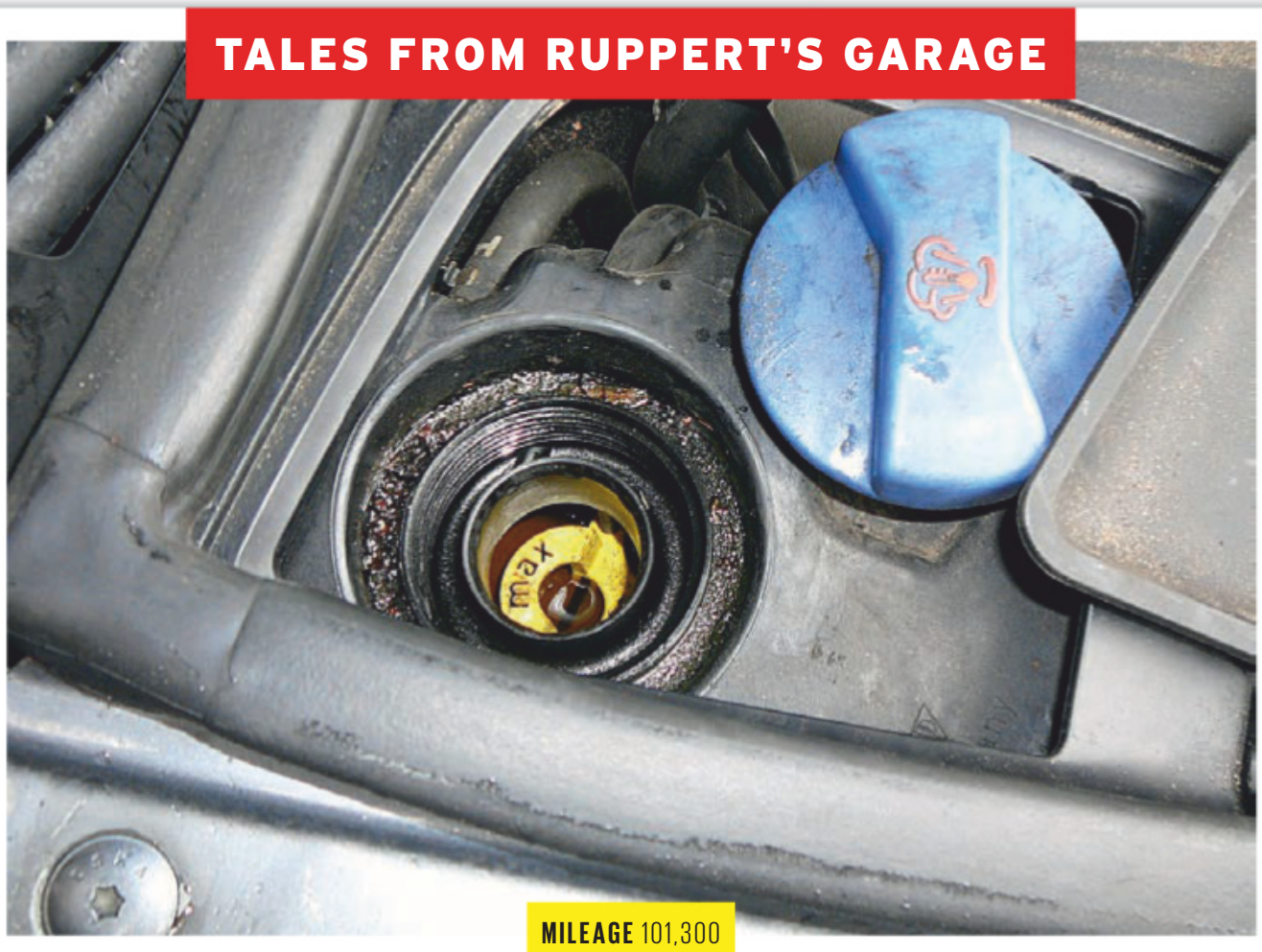
You can bag a leggy 2.0 diesel Avensis for under a grand

WHAT WE ALMOST BOUGHT THIS WEEK

ROVER METRO

Casting around for a cheap future classic? An old Rover Metro like this 1995/M-reg 1.1 Rio 3dr with 18,000 miles and one lady owner from new looks to be worth a punt at £1490. It still wears its original numberplates and has an old tax disc in the window for that authentic look. Starts and drives perfectly, apparently. Queue this way, please.

TALES FROM RUPPERT'S GARAGE



MILEAGE 101,300

PORSCHE CAYENNE

When we had the impossibly expensive service, the garage did say that there were signs of coolant loss, but no obvious indication of where. Well, we may have to start removing layers of engine covers to see what may be going on.

I say this because Mrs R had to return to base minutes after leaving when the dashboard indicated that there was a coolant shortfall. And what a shortfall. The five-litre can wasn't full, but I did use a lot of litres in order to re-brim it. Fingers crossed that it is a weeping rubber hose rather than a breached block.

READER'S RIDE

Skoda Felicia pick-up

Roderick Ramage, a regular on these pages with his working vehicles, got in touch about his most recent utility vehicle: "In hindsight, I am a bit ashamed of the photo of my Volkswagen (actually a Skoda) pick-up, which I sent to you earlier, with its alloys and lowered rear suspension. It now has proper steel wheels and original springs and, as this new photo shows, looks more ready for work than it did a few weeks ago."

READERS' QUESTIONS

QUESTION Where can I discover a used car's MOT history easily and, above all, for free?

Stuart McNab, Dundee

ANSWER At gov.uk/check-mot-history you'll find everything you need to know about a car's MOT history since 2005. Things you'll discover include when it was tested, its mileage at the time, whether it passed or failed, what parts failed at each test and when its next test is due. It provides a valuable insight into a used vehicle whose history would otherwise be totally unknown to you. The data on advisories (faults not serious enough to cause the car to fail) is interesting for the insight it gives into how the vehicle was maintained. And, yes, it's free. **JE**

QUESTION Is buying a used diesel a good idea now that the market seems to be turning its back on them?

G Parsons, via email

ANSWER Whether or not it's a good idea to buy a diesel depends entirely on your personal circumstances (what mileage you do, whether you tow, how heavy the car is and so on). An EU6 diesel (all diesels registered since 1 September 2015) is the best one to buy since it's future-proofed, at least for the time being, against inner-city clean air surcharges. If you're buying a diesel that's more than three years old, make sure it's MOTed first to establish that its emissions tech is functioning properly. **JE**

SEND YOUR USED CAR TALES TO ✉ james@bangernomics.com **AND READERS' QUESTIONS TO** ✉ autocar@haymarket.com

AS GOOD AS NEW

RANGE ROVER SPORT

This high performer is now half the price it was when new, says **Dan Prosser**

When Land Rover launched the second-generation Range Rover Sport to the world's automotive media, it did so with a lap of Wales and the Cotswolds, a spot of off-roading, a sprint through the woods along a gravel rally stage and – for no better reason than the decommissioned Boeing 747 sitting about and being put to no better use – a low-speed crawl through an old Jumbo Jet. We drove up one steep steel ramp and into the plane's fuselage, before inching tentatively along its length and dropping out of the nose down another sharply inclined ramp.

Launch routes don't get any more memorable. Everything was for a reason, though, because while the full-size L405 Range Rover that arrived a few months earlier would have felt unwieldy on those very narrow Welsh B-roads, far too heavy and much too tall for the quick dash along the rally track (which had no speed limits whatsoever) and very probably wouldn't have fitted inside the 747 at all, the smaller and more athletic Range Rover Sport felt right at home throughout. The message was clear: for those buyers who neither wanted nor needed anything as sizeable as a Range Rover, the alternative could be found just one door along.

That was in 2013. Six years later, the Range Rover Sport serves much the same purpose, being very nearly as luxurious as a Range Rover, almost as grand and just about as capable off road, but also nimbler, easier to manoeuvre and much more usable in town. What's changed in that time is the money you'll pay to put one on your driveway.

When it was new, even the entry-level SE model with the least powerful engine in the range, a 255bhp turbodiesel V6, cost £60,000. Today, Land Rover dealerships are awash with used cars costing half that. With 50% of their original purchase price wiped off their values already, these cars will only depreciate at a gradual rate from now on. Spend closer to £40,000 and you'll pick up a 334bhp V8 diesel model in plush HSE Autobiography Dynamic trim, a car that would have cost more than £80,000 at launch.

The L494 Range Rover Sport was an enormous improvement over the original model with better ride and handling, a far superior automatic gearbox, a more modern interior and fresher styling. Whereas the first Range Rover Sport shared its underpinnings with the Land Rover Discovery and so was a Range Rover in name only, the second-generation Sport does actually use the same platform as the top-of-the-line Rangie. Mostly aluminium, it means the newer model is close to 200kg lighter than the old one.

Even today, Land Rovers have a reputation for patchy reliability. But buy an approved used Range Rover Sport within five years old and you will at least be covered by an unlimited mileage warranty and free European roadside assistance for two years. That's some comfort.

TOP SPEC PICK

SEVEN SEATS

The optional rear seats that fold away into the boot floor make the car well suited to family life, but they're tiny and come at the expense of a spare wheel.

Model was a big all-round improvement on the original

EXECUTIVE CARS BEST LEASE DEALS

BMW 520i M SPORT

£329 per month, £1975 deposit, 48 months, 8000 miles per year

Class-leading 5 Series majors on refinement and comfort, and with the optional adaptive dampers it delivers perhaps the smoothest ride in its category. Engines are punchy, refined and frugal, too.

AUDI A6 40 TDI SPORT

£315 per month, £1888 deposit, 48 months, 8000 miles per year

Having been replaced only last year, the Audi A6 is the youngest of the executive saloon bunch, and isn't shown up by its more mature rivals. In terms of cabin design and infotainment, the Audi leads the way.

MERCEDES-BENZ E220D AMG LINE

£356 per month, £2138 deposit, 48 months, 8000 miles per year

The Mercedes E-Class has a superb, tech-laden interior and an absorbent ride quality. The E220d uses Mercedes' latest diesel engine technology, meaning it's as refined as it is economical.

NEED TO KNOW

- You'll need to manage your expectations on fuel economy. Being a large and relatively heavy car, even diesel models can be thirsty. Expect around 35mpg from V6 diesels and no more than 30mpg from the diesel V8.
- Land Rovers still present owners with mechanical and reliability faults far more often than they should. A What Car? survey found that 60% of diesel Range Rover Sports had suffered major issues. The two-year warranty will give a little peace of mind.
- Some owners report leaks from sunroofs and around the tailgate. Check closely for signs of water damage, or in the case of the tailgate even pooling water. You can expect a dealer to address such faults under warranty.

OUR PICK

RANGE ROVER SPORT SDV8
The model to look out for. Its turbodiesel V8 offers the best combination of performance and fuel economy. The smaller V6 diesels are more parsimonious, but don't quite deliver such effortless thrust.

WILD CARD

RANGE ROVER SPORT 5.0 SUPERCHARGED
It's unlikely you'll see more than 20mpg from the 503bhp 5.0-litre petrol V8, but it'll sound the business and go like stink. You'll not find an approved used one for less than £45,000.

ONES WE FOUND

- 2014 SE 3.0 TDV6, 56,000 miles, £31,000
- 2014 HSE 3.0 SDV6, 44,000 miles, £32,000
- 2014 Autobiography 4.4 SDV8, 55,000 miles, £39,000
- 2015 5.0 Supercharged, 42,000 miles, £46,000

Narrow enough to drive through a Jumbo. As you do

Range Rover levels of luxury and comfort? Check

JAGUAR XF 2.0i PRESTIGE
£324 per month, £1945 deposit, 48 months, 10,000 miles per year
Certain German rivals make its cabin feel old-hat and its engines uncivilised, but the XF leads on ride and handling. It's attractive, too, although you might prefer to wait six months for the facelifted model.

VOLVO S90 T4 MOMENTUM
£257 per month, £1539 deposit, 24 months, 10,000 miles per year
Stylish Swedish design combines a comfortable ride and a spacious interior. It's little wonder Volvo's latest executive car has so many admirers, not least our road testers who awarded it a four-star rating.

JAGUAR F-PACE 2.0D PRESTIGE
£400 per month, £2398 deposit, 48 months, 8000 miles per year
An SUV rather than a saloon, this is a left-field solution to the executive car conundrum. More expensive, too, although you gain a popular lofty seating position and a sizeable hatchback boot.

For more lease deals, visit whatcar.com

BUY THEM BEFORE WE DO

PROPER OLD-SCHOOL THRILLS

TVR Chimaera £13,995

For all their faults, a TVR still sets the pulse racing. Among the most plentiful is the Chimaera of 1993-2003. It started life powered by a choice of 4.0 and 4.3-litre V8 Rover engines. A high-compression version of the 4.0 replaced the 4.3 in 1994. The 5.0-litre Chimaera arrived in 1995. Then, in 1996, the 4.0 HC gave way to a 4.5, producing 285bhp. With all of them, power went to the rear wheels through a five-speed gearbox.

The first major facelift was in 1996, when the Chimaera acquired a new Cerbera-like face with split intake design. Faired-in headlights and new tail-lights were adopted in 2001.

There are some choice Chimaeras in the classifieds but our eye was caught by a 1998/R-reg 4.5. It has done 71,000 miles and the service history goes back to 2004. (Why do people lose service histories?) It has recently had a bundle of new parts fitted, including alternator, Bilstein rear shocks and carpets. The last MOT had no advisories.

So a good start, but before having it professionally inspected, we'd run a few checks. With the car on a ramp, examine its chassis for rusting outriggers, especially on the nearside. Check, too, that fresh Waxoyl isn't hiding anything.

With the car back on the floor, fire up the engine, listening for a noisy timing chain. Turning to the suspension, push down the car at each corner, watching for it bouncing. Regarding the gearbox, changes should be smooth and precise. Fortunately, the later Borg Warner gearbox is a solid affair.

Check all the electrics work. ECU, battery and relays are all in the front passenger footwell and hellish messy to work on. Still keen? Have a go.

SVELTE UPMARKET BRUISER

Audi RS3
£27,995

With 362bhp from its 2.5-litre engine, the 2015 RS3 gave the 355bhp Mercedes-AMG A45 such a fright that Mercedes quickly found another 21bhp for it. Face saved but the RS3 is still an exceptional drive and this 70,000-miler looks a fine example.

SWEET-HANDLING COUPE

Porsche 924
£5995

Car colour is a subjective thing but white suits the 924 of the 1980s, making it look clinical and efficient (read reliable and good fun). This one's a 1985/B-reg with 115,000 miles. It's the rare three-speed auto so chances are it was never thrashed.

LOOKER WITH SOLID HISTORY

Infiniti Q30
£15,450

The Q30 is a pretty thing and this 2.0t Sport DCT with four-wheel drive takes a warmish 7.3sec to cover 0-62mph. It's a 2016-reg car with just 27,000 miles and full main dealer service history. Then again... a 2015 Ford Focus ST-2 is the same money.

WILD CARD

Daihatsu Fourtrak
£3495

And still old relics in good nick and with just one previous owner keep coming... This Fourtrak off-roader is a 2001 Y-reg 2.8 TDL Independent with a reasonable 96,000 miles. Unusually, it's not bashed about and has full service history.

AUCTION WATCH

LAMBORGHINI GALLARDO

Definition of courage: buying an elderly Gallardo E-gear at auction that hasn't been driven for seven years and has a "graunching" sound coming from the rear. The hammer fell at £51,940, low enough for an expert buyer to know they have a good margin for repairs.

The auto clutches and flywheel can let go at around 50,000 miles. Back at base, they'll be able to hook up the gearbox to a laptop and interrogate it for updates and the like. Underneath it all, the Gallardo's a tough old thing, so fingers crossed the bidder has bagged a bargain.

GET IT WHILE YOU CAN

Hyundai i30 N Performance Price new £29,495. Price now £24,995

"A fast, involving and likeable driver's car" was our verdict on the Hyundai i30 N Performance. So, new or used? We spotted a 2019/68-reg car with 2500 miles for £24,995, representing a saving of £4500 on the £29,495 on-the-road price. But then who pays full list price these days? The fact is, without leaving your chair, you can get a spanking new N Performance for £26,662, narrowing that nearly new saving to £1667. Still, it's enough to cover the insurance and a trip to the Nürburgring to stretch the 68-plater's legs. Used it is.

CLASH OF THE CLASSIFIEDS

USED CAR DESK DOES BATTLE

BRIEF

Find me a seven-seat car with genuine third-row seat space for adults for £30,000.

Land Rover Discovery 4 3.0 SDV6 HSE £29,995

You may think this is here because of some Jaguar Land Rover fan-boying, but you'd be wrong. The Discovery 4 can genuinely house seven adults across all three rows because of its clever seat layout. And because it's huge. The one I found is a 2015 example in top-of-the-range HSE form with just 40k miles on it. Unlike the GL, this has all the off-road gubbins so it'll go anywhere. And when it can't go anywhere, there's the benefit of two years of warranty and breakdown cover included in the price, which you won't have with Mark's Merc. **MAX ADAMS**

Mercedes-Benz GL350 CDI AMG Sport £29,950

Short of buying anything based on a van, which is an unholy thought, or even worse an MPV, the only chance you have of carrying seven adults in a car of conspicuous quality and premium credentials is to get yourself inside a used GL, now known as the GLS and costing a fortune. This 2014 low-mileage car with full service history packs punchy performance, decent economy, a highly luxurious interior and a smooth ride, all for buttons. Oh, and seven very usable seats... **MARK PEARSON**

VERDICT

The Disco's two-year warranty simply reminds me what troublesome brutes they can be. Besides, the GL is sumptuous, even in its third row. The Merc it is! **JOHN EVANS**

HOW TO BUY A

MERCEDES-AMG A45

A200 Turbo
Prices for the A45's 190bhp predecessor from 2005 start at £2000

A-CLASS ACT

Mercedes-Benz's hot hatch still isn't cheap, but depreciation has done its work. As **John Evans** reports, bargains are relative at the posh end of the market

Six years since they first hit the road, the initial Mercedes-AMG A45s are beginning to look reasonably affordable. New and in standard trim, they were £37,845 – a huge number even for this hottest of hot hatches and one that quickly grew to £42,000 with options. Today, and thanks to depreciation, these first-generation cars start at £20,000.

We're not talking multi-owner, high-milers with flaky service histories, either. A surprising number are one- or two-owner cars, have done less than 40,000 miles and, depending on mileage, have the requisite five or six main dealer stamps in the service book.

Back in 2013, the A45's 355bhp 2.0-litre turbo petrol engine was the talk of the town. Thanks to part-time, 4Matic all-wheel drive, it could use it, too, with the result that 0-62mph takes just 4.6sec. The seven-speed dual-clutch transmission with steering wheel-mounted paddles is a box of delights that can simulate double-declutching on downshifts and features three driving modes.

The exhaust has a flap for a fruitier rasp, or close it when you're feeling more chilled. Other goodies include lashings of carbonfibre trim, grippy sports seats, a sat-nav and climate control. Topping it all off is stiffened AMG suspension and a bodykit.

Those are the standard bits, but monied first-buyers thought nothing of splashing another £4000 or so on extras such as the AMG performance exhaust. Like all such adornments, these depreciate faster than the car they're fitted to, but don't expect to pick up a loaded A45 for pennies: the right kit (the Aero pack is desirable) still commands a premium.

It was all going so well, and then in 2015 the 362bhp Audi RS3 arrived to embarrass the lesser-powered A45. Mercedes was forced to respond and three months later, in June 2015, it revealed the 2016 model-year A45 with 376bhp. In addition, it gained revised gear ratios, some aero tweakery and new driving modes. AMG Dynamic Plus joined the long options list bringing a locking diff for the front axle, adaptive damping and a none-too-subtle driving mode called Race.

A45 and RS3 each cost £40,000 new but, today, prices for a good, 2016-reg, 376bhp A45 start at around £27,000, while a good 2015-reg RS3 is around the £30,000 mark.

A few months later, Mercedes celebrated winning a second successive Formula 1 crown with the launch of the A45 Petronas 2015 World Champion Edition, complete with unique paint job and special trim. It cost £46,000, and today one with 12,000 miles is still £42,000.

During the six years it was on sale, the A45 proved to be a relatively durable motor. There are issues with early turbos and the dual clutch 'box, both easily resolved. Instead, the bigger problem is sorting the wrapped racers from the honest cars. A full Mercedes service history is a good place to start and if it's wearing budget rubber, walk away.

Interior is plush, but look out for wear and tear

It beats rival Audis and VWs, says Jackson

> During the six years it was on sale, the A45 proved to be a relatively durable motor

HOW TO GET ONE IN YOUR GARAGE

An expert's view

COLIN JACKSON, FOUNDER AND MD, PROJECT THREE (P3AMG.CO.UK)

"Like all high-performance Mercedes, the A45 has very specific servicing requirements, so don't even think of treating it like a peasant treats his donkey – it simply won't stand for it. Vehicles fitted with the optional ASBO pack, officially known as Aero and comprising front winglets, rear winglets and a rear spoiler, seem to be popular. Personally, I like the stock, sleeper look. I've owned four of them and in my opinion it's leagues ahead of rival Audi and Volkswagen models."

Buyer beware...

■ ENGINES

A full set of service stamps is a must-have. The turbochargers on early cars can be weak and several were replaced under warranty. They lack an anti-surge valve, meaning the pressure can only escape through the turbo impeller, causing it to wear prematurely. Get the turbo checked.

■ TRANSMISSION

This should be super-slick and on the downshift the exhaust should bark a naughty crackle. Mercedes did recall some for work on the DCT assembly.

■ BRAKES

The A45 is relatively light but heavy braking eats through discs and pads. Check them visually and through the car's on-board command system.

■ ELECTRICAL

Electrical issues are rare and if any surface, it may have been involved in a crash. Electrics can be very expensive to fix so, to be on the safe side, ask a garage with the right diagnostic tools to scan the car's ECU for faults.

■ BODY

Body rust should be non-existent. If the Aero kit is fitted, check it's original equipment and not a replica, which won't fit as well or last as long.

■ INTERIOR

The bucket seats are tight so the bolsters soon wear and look tatty. The cloth on the optional cloth and leather seats can hold stains, so avoid this trim if you have young children. Some interiors are wrapped, and you wonder what damage they're hiding.

Also worth knowing

A standard-dress A45 is understated, which is why many first owners added options. Today, only those extras that can be seen and heard have any value. Chief among them are the Aero kit, panoramic glass sunroof and AMG Performance exhaust, although check it's not too noisy for you.

How much to spend

£20,000-£22,999
2013 to 14-reg cars with 35k-80k miles.

£23,000-£24,999
15-reg cars with around 40k miles.

£25,000- £27,999
Heavily specced, low-mileage 15-reg.

£28,000-£31,999
Lots more 10k to 30k-mile 16-reg cars.

£32,000-£34,999
Mix of low-mileage 16 and 17-reg cars.

£35,000-£37,999
17-reg and more 18-reg appearing.

£38,000-£42,000
Late-platers with huge specs plus limited editions including two 2016/16 Petronas 2015 WC Editions, one with 20k miles for £40,000 and another with 12k miles for £42k.

One we found

MERCEDES-AMG A45, 2013/63, 59K, £21,495

There's a sprinkling of nice A45s with full service history at this money, but this one stands out for its big spec (AMG Performance exhaust, Aero bodykit and upgraded sound system) and five Mercedes service stamps.

Thanks to Colin Jackson (p3amg.co.uk)

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774 ANN	£3500
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5081 AP	£1400
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MI APR	£1200
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M21 ARC	£1300
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P21 ART	£750
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M21 ATH	£950
N21 ATT	£850
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2440 AW	£2200
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T30 BAS	£750
H4 BAX	£850

M8 BAX	£950
N21 BBY	£850
P5 BEE	£1100
BEK 2A	£2900
M4 BEK	£1300
BEK 4A	£3500
23 BEN	£6100
M23 BEN	£1300
N27 BEN	£1500
P27 BEN	£1400
R23 BEV	£1400
R27 BEV	£1100
X444 BEV	£850
BF 5870	£1200
BIL 578	£1500
BIL 2795	£750
600 BJ	£3200
BL 632	£3800
E2 BMW	£1700
N90 BMW	£750
43 BO	£4900
5555 BO	£3300
N21 BOB	£1400
P21 BOB	£1400
P23 BOB	£1300
P24 BOB	£1200
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I953 CW	£2900
36 CY	£3400
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DAL 9E	£2700
M31 DAS	£750
N23 DAV	£850
M66 DAV	£750
M23 DAW	£750
N21 DAY	£750
2904 DD	£1600
P23 DEB	£1300
M24 DEB	£1400
M26 DEB	£1200
DEE 2A	£3100
A8 DEE	£2100
L9 DEE	£1800
M21 DEE	£1600
N21 DEE	£1500
M24 DEE	£1400
N24 DEE	£950
P99 DEE	£850
M29 DEL	£850
DEN I4	£5700
JI8 DEN	£1200
P24 DEN	£1200
A77 DEN	£2100
SI23 DEN	£1100
DES 2M	£1400
X9 DES	£1100
MI5 DES	£850
5I6 DES	£1700
P700 DES	£750
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I02 DJ	£3900
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N21 DJS	£750
V3 DJT	£1100
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686 DOT	£1300

994 DOT	£1100
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AI6 EVE	£1300
N21 EVE	£1500
N31 EVE	£1200
M77 EVE	£750
234 EVE	£2500

87 EW	£5100
557 EW	£4100
FAY 7X	£1600
8I8 FAY	£1500
555 FB	£3500
5I5 FCG	£750
M23 FEE	£750
FEL 3T	£850
FG 4447	£950
73 FJ	£4100
23 FO	£4500
G25 FOX	£850
P40 FOX	£750
2II FR	£2800
FRA 2N	£3700
D3 FRY	£850
23 FY	£4300
MI21 GAN	£750
GAR 795Y	£950
F99 GAV	£750
T5 GCB	£850
I990 GD	£2400
E5 GEF	£1300
T9 GEF	£1100
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P27 JAK	£1200
R29 JAK	£1200
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L33 JAM	£750
JAN IIM	£2700
HI6 JAN	£1200
CI9 JAN	£1700
R21 JAN	£1600
N24 JAN	£1500
JAN 5IW	£1900

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B92 JAN	£1100
KI JAP	£1500
RI21 JAS	£750
P23 JAY	£1100
X3 JBM	£750
M28 JDM	£750
3333 JE	£2700
JE 7I37	£2200
M24 JED	£750
JEF 2F	£2800
40 JEF	£3800
J77 JEF	£850
N24 JEM	£750
M27 JEM	£850
M27 JEN	£1500
N27 JEN	£1600
P2 JER	£1200
A6 JER	£1400
R24 JES	£850
P25 JES	£850
C77 JES	£950
472 JGT	£750
P2 JGW	£750
JIW 2I6	£750
AI4 JKO	£850
P2I JLS	£750
I02 JN	£3300
L3 JOC	£850
JOD 30Y	£2500
PI0 JOE	£1500
JON 2A	£5700
JON 2D	£4500
JON 2J	£4500
NI4 JON	£1500
N2I JON	£1500
R23 JON	£1500
N24 JON	£1400
N27 JON	£1300
JON 4IR	£2700
P333 JON	£950
R28 JOY	£850

243 JOY	£1700
JRC 6N	£1300
JUD 5E	£5100
T5 JUN	£850
JW 8950	£2900
S30 KAR	£750
M21 KAS	£950
N21 KAS	£750
KAT I7N	£2200
W8 KAY	£1500
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M21 KAY	£1600
P25 KAY	£750
N31 KAY	£850
NI9 KEE	£750
N21 KEE	£850
N21 KEL	£950
KEN 4Y	£3300
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N24 LAN	£850
LAR 2F	£1500
LAR 3Y	£3500
M21 LAR	£1100
M31 LAS	£750
R26 LAW	£950

LAW 646W	£750
J5 LCM	£850
A45 LEA	£850
MI6 LEE	£1600
N23 LEE	£1500
P23 LEE	£1600
N26 LEE	£1200
YI LEN	£1600
LEN 6P	£1400
LEN 6X	£2300
LEN 8A	£2900
A9 LEN	£2100
BI2 LEN	£1400
B20 LEN	£750
N24 LEN	£1300
LEN 26	£3300
R55 LEN	£750
MI23 LER	£850
P5 LES	£1400
M8 LES	£2100
AI6 LES	£850
N21 LES	£1500
M321 LES	£1500
M21 LET	£750
M24 LET	£750
M28 LEX	£750
I5I LL	£3700
LLJ 287	£750
M31 LLL	£750
M31 LLR	£950
CI6 LLS	£1300
M24 LLS	£1200
N24 LLS	£950
M23 LLY	£750
N24 LLY	£850
N28 LLY	£750
WI4 LMA	£850
P24 LMR	£850
37 LO	£4500
N24 LOR	£950
M21 LOS	£950
M31 LOS	£850

M24 LOU	£1200
M31 LOU	£1100
M8 LSA	£1100
M321 LSA	£850
LUC 4IW	£1300
4II LY	£2700
N23 LYN	£1400
LYN 65D	£1600
K66 LYN	£1500
MAC I3Y	£2800
M23 MAC	£1700
P23 MAC	£1600
N25 MAC	£1400
V25 MAC	£1300
R29 MAC	£1600
E847 MAC	£750
P21 MAD	£1100
P23 MAD	£950
M27 MAD	£1200
M70 MAG	£950
VI21 MAG	£850
J9 MAK	£1300
MAL IIW	£1300
N21 MAL	£1100
N23 MAL	£850
MAR 8Y	£5100
M21 MAR	£1500
C24 MAR	£1300
S54 MAR	£1300
M28 MAS	£750
P23 MAT	£1300
M24 MAT	£1500
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N23 MEG	£1100
M26 MEL	£1500
A92 MEL	£1100
PI21 MEL	£750
P31 MER	£1200
N21 MES	£950
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M21 MMM	£750
L8 MMS	£850
M21 MMS	£750
T74 MMY	£1500
6000 MO	£3200
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R24 MOL	£750
M25 MON	£750
MON 66A	£1800
N21 MOR	£750
M31 MOS	£750
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N8 MRH	£750
MRP 403	£1700
777I MT	£2200
N7 NAD	£950
NAG 7V	£750
H8 NAM	£2800
R6 NAP	£850
NAS 2H	£3900
J008 NAS	£1500
NAT 8N	£3900
M27 NAT	£850
857 ND	£1500
N28 NDY	£750
57 NE	£4100
F9 NES	£950
W88 NES	£950
74 NET	£2900
J600 NET	£850
J888 NET	£1700

DI NEV	£1900
B8 NEV	£1400
I955 NJ	£1800
M21 NKY	£850
M31 NKY	£750
M21 NNY	£2100
M28 NNY	£950
M29 NNY	£750
M31 NNY	£1900
M21 NOR	£850
M24 NOR	£850
M21 OLL	£750
OLL 77Y	£2100
D9 OLY	£1500
M21 OON	£750
599 OS	£2900
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OWD 250	£750
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SII PAM	£1600
VI3 PAM	£950
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70II PH	£1600
N6 PJH	£1300
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88 PJH	£4900
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POW IIL	£3300
9900 PP	£2400
564 PPL	£850
I7 PU	£3100
3733 PU	£1300
P25 PUD	£750
6546 PW	£1800
W3 RAE	£950
RAG 5Y	£2800
RAH 905	£1500
P21 RAJ	£950
P23 RAJ	£850
RAM 2A	£1900

M21 RAM	£950
NI RAS	£1600
C008 RAS	£950
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P21 REE	£750
A25 REG	£950
M31 REL	£750
P7 REN	£850
M21 REN	£1100
P21 REN	£750
H4 REW	£850
REW 945	£1300
REX IC	£1800
H6 REX	£750
D7 REX	£850
RFK 329	£950
9000 RJ	£2200
AI9 RJM	£750
RLC 755	£1500
M24 RLY	£850
BI2 RNY	£850
KI8 ROB	£1600
N21 ROB	£1500
N23 ROB	£1400
ROC 9K	£1800
ROD 5Y	£3100
ROD IIR	£1900
286 ROD	£1600
K9 ROE	£1500
N4 RON	£1900
G6 RON	£1900
R21 RON	£1500
E34 RON	£1100
RON 47A	£3700
J66 RON	£1400
E5 ROO	£750
E2 ROS	£1900
ROS 9A	£3500
WI7 ROS	£750
R65 ROS	£1200
T2 ROY	£1900
MI0 ROY	£1400
TI6 ROY	£1200
S24 ROY	£1300
N999 ROY	£950
P24 RRS	£750
M23 RRY	£1200
M26 RRY	£750
G322 RRY	£1800
M28 RSH	£950
M23 RTY	£850
M28 RTY	£1900
RTY 768	£750
6I06 RU	£1200

C9 RUD	£750
N21 RUS	£950
N24 RUS	£750
M29 RUS	£850
M23 RYN	£750
B6 SAD	£750
SAD I8E	£3600
N21 SAL	£1400
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M26 SAM	£1900
MI23 SAM	£1500
D5I5 SAM	£1500
R45 SAN	£1900
H9 SAR	£1700
M23 SAR	£750
M24 SAR	£850
SBU 468	£750
LI2 SES	£850
M21 SES	£750
SH 2408	£3900
M24 SHA	£1300
N24 SHA	£1100
N24 SHE	£1300
LI SOF	£1100
M21 SOM	£950
M31 SOM	£1300
MI21 SOM	£750
V77 SSA	£750
204 STD	£850
M24 STE	£750
M21 STU	£1500
M23 STU	£1300
M24 STU	£1400
MI55 STU	£950
M31 STY	£850
53 SU	£5300
555 SU	£3300
A7 SUE	£3500
J9 SUE	£2600
EI4 SUE	£1800
N21 SUE	£1800
N24 SUE	£1600
SUE 50M	£2300
SUE 79W	£2500
SUE 422R	£1300
SUE 675W	£1400
SUN 9H	£1600
AI8 SUN	£1100
M21 SUN	£750
CI SUS	£1700
G6 SUT	£750
D4 TAF	£1300
N24 TAL	£750
N21 TAM	£750
N21 TAN	£750
N21 TAS	£1500
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N55 TED	£850
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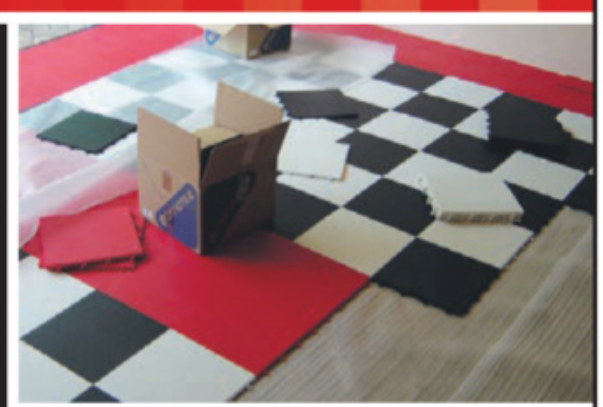

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ROAD TEST RESULTS

Facts, figures, from the best road tests

No one produces as thorough a judgement on a new car as Autocar. As well as acceleration, braking, fuel economy and noise tests, we carry out benchmark limit-handling tests, setting lap times if appropriate. But we don't just drive at the track, essential as it is for finding the limits of performance. We also drive on a wide range of roads. Where we have tested more than one model in a range, the rating is for the range overall. Where a model within the range meets our coveted five-star standard, it is highlighted in yellow.

» **30-70MPH** Indicates overtaking ability through the gears.

» **50-70MPH** Recorded in top gear (*kickdown with an automatic) and demonstrates flexibility.

» **FUEL ECONOMY** Figures quoted are the average and touring fuel economy as tested. The touring figure is representative of a 70mph cruise on a typical UK motorway. For electric cars, the figures quoted are for the same average and touring test schedules but are expressed in miles per kWh†. **Denotes mpkg (miles per kilogram) for hydrogen-powered fuel cell vehicles.

» **BRAKING 60-0MPH** Recorded on a high-grip surface at a test track.

» **MPH/1000RPM** Figure is the speed achieved in top gear.

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/ touring	Weight (kg)	TEST DATE
ALFA ROMEO												
Giulia 4dr saloon ★★★★½												
Quadrifoglio	190	4.5	9.2	3.2	10.3	2.57	503	443	38.7	34/49	1580	29.3.17
Stelvio 5dr SUV ★★★½☆												
2.2D 210 Milano	134	6.8	20.6	7.0	7.3	3.01	207	347	41.3	38/50	1659	3.1.18
Quadrifoglio	176	4.0	9.4	3.3	5.9	3.31	503	443	36.4	22/32	1931	9.1.19
4C 2dr coupé/convertible ★★★☆☆												
Spider	160	5.1	12.4	4.0	5.8	2.97	237	258	29.6	32/44	940	27.1.16
ALPINA												
B3 Biturbo 4dr saloon ★★★★½												
B3 Biturbo	155	4.7	10.3	3.8	6.8	2.9	404	443	41.5	27/35	1610	29.8.13
ALPINE												
A110 2dr coupé ★★★★★												
Premiere Edit'n	155	4.7	10.8	3.8	6.5	2.6	248	236	28.1	28/46	1103	16.5.18
ARIEL												
Atom Odr open ★★★★½												
V8	170	3.0	5.7	1.9	3.7	2.55	475	268	16.4	21/37	650	10.8.11
Nomad Odr open ★★★★★												
Nomad	125	4.5	12.7	3.9	7.7	3.10	235	221	26.7	–/–	735	24.6.15
ASTON MARTIN												
Vantage 2dr coupé ★★★★½												
V8	195	3.7	8.3	3.0	10.5	2.7	503	505	42.6	18/25	1720	23.5.18
DB11 2dr coupé ★★★★½												
Launch Edition	200	4.0	8.4	3.0	10.1	2.6	600	516	46.2	24/34	1910	21.9.16
Rapide 4dr saloon ★★★★☆												
Rapide S	190	5.3	11.3	4.3	8.3	3.0	550	457	33.6	19/23	1990	20.3.13
DBS Superleggera 2dr coupé ★★★★★												
DBS Superl'era	211	3.7	7.4	2.7	9.5	2.5	715	664	42.7	19/26	1910	21.11.18
AUDI												
A3 3dr/5dr hatch ★★★★☆												
S'back e-tron	138	7.9	20.9	6.6	8.5	3.0	201	258	30.7	45/49	1540	31.12.14
RS3 Saloon	155	4.0	9.9	3.5	9.0	2.7	394	354	33.7	29/35	1515	6.9.17
A4 4dr saloon/5dr estate ★★★★☆												
2.0 TDI S line	147	8.4	22.2	7.3	11.2	3.1	187	295	37.1	45/50	1940	4.11.15
RS4 Avant	155	4.0	9.6	3.5	11.0	3.0	444	443	38.4	24/37	1790	14.2.18
A5 2dr coupé/convertible ★★★½☆												
S5	155	4.9	11.7	4.4	9.7	3.0	349	369	40.5	26/33	1615	11.1.17
A5 Sportback 4dr saloon ★★★½☆												
2.0 TFSI S line	155	5.7	15.1	5.3	17.2	2.5	249	273	42.2	30/41	1535	8.3.17
A6 4dr saloon/5dr estate ★★★★☆												
40 TDI S l'e Avant	149	8.4	22.6	7.5	–	3.1	201	295	51.0	39/50	1710	14.11.18
RS6 Avant	155	3.7	8.7	3.1	12.8	2.4	552	516	40.0	20/28	2010	3.7.13
A7 Sportback 5dr hatch ★★★½☆												
50 TDI Sport	155	5.8	14.9	5.3	–	2.8	282	457	49.0	29/53	1880	11.7.18
TT 2dr coupé/convertible ★★★★☆												
RS	155	3.6	8.4	3.0	7.8	2.7	394	354	35.1	27/37	1440	7.12.16
Q2 5dr SUV ★★★★☆												
1.4 TFSI Sport	132	8.1	23.9	8.2	9.8	2.7	148	184	29.4	45/56	1265	9.11.16
SQ2 Quattro	155	4.5	11.6	4.1	9.2	2.72	296	295	33.4	27/35	1530	20.3.19
Q5 5dr SUV ★★★★☆												
2.0 TDI S line	135	8.3	26.4	8.5	14.7	3.1	187	295	42.0	37/43	1770	15.3.17
SQ5 Quattro	155	5.5	13.7	5.0	11.1	2.6	349	369	45.2	26/32	1870	21.6.17
Q7 5dr SUV ★★★★☆												
3.0 TDI S line	145	6.2	17.6	6.2	3.8*	–	268	443	47.6	32/36	2245	12.8.15
SQ7 4.0 TDI	155	5.1	12.6	4.4	7.0	2.9	429	664	47.6	24/38	2330	26.10.16
Q8 5dr SUV ★★★★☆												
50 TDI S Line	152	6.9	19.1	6.6	10.1	2.8	282	443	44.9	29/40	2285	26.9.18
R8 2dr coupé ★★★★☆												
V10 Plus	205	3.1	6.7	2.6	5.7	2.8	602	413	26.8	15/23	1555	30.12.15
BENTLEY												
Continental GT 2dr coupé ★★★★½												
W12 First Edition	207	3.6	8.1	2.9	8.9	2.8	626	664	52.4	20/26	2244	2.5.18
Flying Spur 4dr saloon ★★★½☆												
W12	200	4.5	10.4	3.6	8.4	3.0	616	590	44.5	18/26	2475	7.8.13
Mulsanne 4dr saloon ★★★★☆												
6.75 V8	184	5.7	13.7	4.8	2.8*	2.6	505	752	44.8	18/21	2745	21.9.11
Bentayga 5dr SUV ★★★★★												
W12	187	4.9	11.6	4.4	8.7	3.0	600	664	48.2	20/25	2440	18.5.16
Diesel	168	5.2	12.6	4.6	7.6	2.9	429	664	48.7	29/39	2499	5.4.17
BMW												
1 Series 3dr/5dr hatch ★★★½☆												
116d ED Plus	124	10.2	30.0	10.0	17.3	–	114	199	37.7	54/60	1395	27.5.15
2 Series 3dr coupé/convertible ★★★★½												
220d C'vble	140	8.5	24.7	8.4	9.0	2.1	187	295	34.5	50/53	1610	1.4.15
M2	155	4.4	10.3	3.6	6.2	2.6	365	343	33.7	31/37	1595	15.6.16
2 Series Active Tourer 5dr MPV ★★★★☆												
218d Luxury	129	8.9	26.5	8.7	12.1	3.0	148	243	40.4	42/56	1450	24.12.14
3 Series 4dr saloon/5dr estate/5dr hatch ★★★★½												
320d Sport	146	7.7	20.9	7.6	9.7	2.6	181	280	36.2	41/57	1535	22.2.12
330e M Sport	140	6.3	15.7	5.7	6.9	2.9	249	310	40.8	40/47	1660	4.10.17
4 Series 2dr coupé ★★★★☆												
435i M Sport	155	5.5	13.2	5.2	6.3	2.7	302	295	28.2	28/37	1585	18.9.13
M4	155	4.1	8.8	3.2	6.1	2.4	425	406	34.0	29/36	1585	9.7.14
5 Series 4dr saloon/5dr estate ★★★★½												
520d M Sport	146	7.4	21.3	7.4	14.3	2.7	188	295	42.2	40/52	1635	31.5.17
M5	155	3.3	7.5	2.7	8.9	3.1	591	553	41.1	22/28	1855	18.4.18
6 Series GT 5dr hatch ★★★½☆												
630d xDrv M Spt	155	5.9	15.7	5.4	7.6	2.8	261	457	50.2	40/54	1880	8.11.17
7 Series 4dr saloon ★★★★☆												
730Ld	153	6.4	17.1	6.0	8.2	3.1	261	457	50.2	40/49	1795	11.11.15
8 Series 2dr coupé ★★★★☆												
840d xDrive	155	5.0	12.8	4.6	8.6	3.05	315	501	46.5	40/49	1901	16.1.19
i3 5dr hatch ★★★★☆												
1.3S Range Ext	99	7.7	–	6.6	4.0*	3.0	181	199	–	2.6/34†	1385	21.2.18
i8 2dr coupé ★★★★½												
i8	155	4.5	10.6	3.7	3.3	2.8	357	420	33.3	50/40	1560	17.9.14
X1 5dr SUV ★★★★☆												
xDrive20d xLine	136	8.2	24.2	8.0	11.8	2.8	187	295	35.1	43/49	1625	14.10.15
X3 5dr SUV ★★★★☆												
xDrive20d M Spt	132	8.3	26.6	8.6	17.5	3.3	188	295	41.2	37/49	1825	17.1.18
X4 5dr SUV ★★★½☆												
xDrive30d	145	5.9	16.9	5.8	11.1	2.6	255	416	43.7	34/45	1895	27.8.14
X5 5dr SUV ★★★★☆												
xDrive30d M Spt	143	6.6	18.9	6.6	15.1	3.36	261	457	47.1	35/43	2279	2.1.19
M	155	4.2	9.8	3.5	10.2	2.8	567	553	42.3	21/26	2350	13.5.15
X6 5dr SUV ★★★★☆												
xDrive35d	147	7.3	21.2	7.1	4.1*	2.6	282	428	34.0	26/31	2275	11.6.08
CATERHAM												
Seven 2dr roadster ★★★★☆												
160	100	8.4	–	8.7	7.6	4.8	80	79	16.7	39/45	490	20.11.13
620S	145	3.8	9.2	3.2	5.7	2.7	310	219	21.2	25/29	610	9.3.16
CHEVROLET												
Camaro 2dr coupé ★★★★☆												
6.2 V8	155	5.6	12.4	4.5	12.2	2.7	426	419	43.3	23/29	1175	20.6.12
Corvette 2dr coupé ★★★★☆												
Stingray	181	4.4	9.4	3.3	11.7	2.3	460	465	48.4	22/33	1539	8.10.14
CITROEN												
C3 5dr hatch ★★★½☆												
P'tech 110 Flair	117	9.6	36.6	9.4	10.5	2.6	109	151	27.0	47/62	1050	28.12.16
C3 Aircross 5dr hatch ★★★½☆												
P'tech 110 Flair	115	11.5	36.4	10.7	12.3	3.5	109	151	27.5	35/39	1159	7.3.18
C4 Cactus 5dr hatch ★★★☆☆												
1.6 BlueHDi 100	114	11.8	41.2	11.7	7.2	2.9	99	187	36.1	47/62	1225	16.7.14
C5 Aircross 5dr SUV ★★★½☆												
BlueHDi 180	131	9.0	25.6	8.5	–	2.83	174	295	40.1	37/48	1540	13.2.19
CUPRA												
Ateca 5dr SUV ★★★½☆												
2.0 TSI 4Drive	153	4.9	12.3	4.4	9.4	3.03	296	295	33.8	29/37	1615	23.1.19
DACIA												
Sandero 5dr hatch ★★★☆☆												
1.2 75 Access	97	15.3	–	17.6	23.0	3.0	74	79	20.3	32/38	941	27.2.13
Duster 5dr hatch ★★★★☆												
SCe 115 Comfort	107	13.1	–	12.5	23.9	2.9	113	115	24.0	37/42	1179	22.8.18
DS												
3 5dr hatch ★★★½☆												
BlueHDi 120	118	9.9	32.2	9.4	11.1	3.1	118	210	36.4	59/67	1150	23.3.16
4 Crossback 5dr hatch ★★★☆☆												
BlueHDi 120	117	12.0	48.8	12.3	18.0	2.9	118	221	36.7	49/50	1290	6.1.16
7 Crossback 5dr SUV ★★★½☆												
Puretech 225	141	8.6	20.2	7.0	15.1	2.9	221	221	34.0	35/45	1425	19.9.18
FERRARI												
488 GTB 2dr coupé ★★★★★												
488 GTB	205	3.0	5.9	2.0	3.7	2.43	661	561	28.9	–/–	1525	25.5.16
812 Superfast 2dr coupé ★★★★☆												
F12 Berlinetta	211	3.1	6.2	2.2	4.9	2.6	789	530	30.0	–/24	1630	25.7.18
FIAT												
Panda 5dr hatch ★★★★½												
4x4 Twinair	103	14.6	–	15.8	16.0	3.0	84	107	20.8	37/44	1050	17.4.13
500 3dr hatch ★★★★☆												
Abarth 595	130	7.5	20.1	6.4	7.0	2.8	158	170	23.9	34/39	1035	26.2.14
500 Twinair	108	11.7	–	13	15.3	3.3	84	107	22.9	35/39	1070	24.11.10
Tipo 5dr hatch ★★½☆☆												
1.6 M'jet Lounge	124	9.6	31.6	9.8	8.7	2.9	118	236	35.0	49/62	1295	2.11.16
124 Spider 2dr roadster ★★★½☆												
Lusso Plus	134	7.3	20.9	7.1	7.2	2.8	138	177	24.9	34/38	1050	28.9.16
Abarth 124 Spider 2dr roadster ★★★★☆												
124 Spider	144	6.8	18.6	6.5	6.5	2.8	168	184	25.2	35/45	1060	22.3.17
FORD												
Fiesta 3/5dr hatch ★★★★☆												
1.0T Ecoboost	122	9.6	28.1	9.6	13.2	3.2	123	125	29.3	42/52	1147	9.8.17
Fiesta ST 3/5dr hatch ★★★★½												
ST-31.5 T Ecb'st	144	6.6	16.2	5.7	6.4	2.7	197	214	26.0	38/48	1187	15.8.18
Focus 5dr hatch ★★★★½												
1.5 Ecob't 182PS	138	8.9	22.8	7.8	10.0	2.35	180	177	26.9	30/44	1417	20.2.19
RS	165	5.3	13.9	5.3	6.9	3.5	345	325	27.3	28/37	1599	4.5.16
S-Max 5dr MPV ★★★★☆												
2.0 TDCi T'ium	123	10.5	32.0	10.4	13.9	2.5	148	258	39.5	44/46	1725	26.8.15
Grand Tourneo Connect 5dr MPV ★★★★☆												
1.6 TDCi T'ium	103	13.2	–	13.9	19.1	2.9	114	236	26.7	40/45	1785	6.8.14
Mondeo 4dr saloon/5dr/estate ★★★★☆												
2.0 TDCi	130	10.0	28.8	9.4	12.7	3.1	148	258	38	53/56	1597	14.1.15
Mustang 2dr coupé ★★★★☆												
5.0 V8 GT F'back	155	5.2	11.6	4.2	9.4	2.7	410	391	35.1	19/25	1720	24.2.16
Bullitt	155	5.2	11.2	4.1	10.7	2.7	453	390	37.4	21/33	1782	5.12.18
Ecosport 5dr SUV ★★½☆☆												
1.5 TDCi	99	14.3	–	15.2	14.4	2.7	89	151	28	39/48	1384	3.9.14
Kuga 5dr SUV ★★★★☆												
2.0 TDCi	122	10.9	44.2	11.8	7.4	2.6	161	251	31.6	34/39	1707	13.3.13
Edge 5dr SUV ★★★½☆												
2.0 TDCi	131	9.7	27.6	9.2	5.6*	2.6	207	332	37	36/39	1949	27.7.16
HONDA												
Civic 5dr hatch ★★★★☆												
1.5 i-VTEC Turbo	126	7.8	19.3	7.0	8.7	2.7	180	177	26.6	39/49	1357	19.4.17
Civic Type R 5dr hatch ★★★★½												
2.0 Type R GT	169	5.7	12.5	4.4	6.1	2.8	316	295	25.4	29/43	1380	25.10.17
Clarity FCV ★★★★☆												
Clarity FCV	104	9.0	29.2	8.3	5.3*	2.9	174	221	na	51/72**	1872	12.7.17
CR-V 5dr SUV ★★★½☆												
1.5T EX CVT AWD	124	9.2	26.1	8.4	5.2*	3.3	190	179	39.5	32/38	1669	7.11.18
HR-V 5dr SUV ★★★½☆												
1.6 i-DTEC SE	119	10.5	34.9	10.4	11.2	–	118	221	34.4	56/57	1324	16.9.15
NSX 2dr coupé ★★★★½												
NSX	191	3.3	7.3	2.6	4.3	2.7	573	476	35.8	25/32	1725	5.10.16
HYUNDAI												
i10 5dr hatch ★★★½☆												
1.0 SE	96	14.7	–	16.2	19.9	2.9	65	70	20.0	44/51	925	29.1.14
i20 5dr hatch ★★★★☆												
1.4 SE	114	12.2	42.4	12.1	17.3	3.0	99	99	21.8	43/54	1060	7.1.14
i30 5dr hatch/estate ★★★½☆												
i30 N	155	6.4	14.8	5.6	6.1	3.1	271	260	27.4	31/43	1478	27.12.17
1.4 Premium SE	129	9.5	28.9	9.7	10.9	2.7	138	178	28.1	39/49	1423	13.9.17
Kona Electric 5dr SUV ★★★★☆												
64kWh P'm SE	104	6.7	17.4	5.8	3.5*	3.1	201	291	–	3.7/4.0†	1734	31.10.18
Santa Fe 5dr SUV ★★★½☆												
2.2 CRDi P'm SE	127	9.3	26.4	9.8	–	2.78	197	325	40.2	38/51	2003	6.3.19
INFINITI												
Q30 5dr hatch ★★★½☆												
1.6t Premium	124	9.4	26.4	9.1	15.5	2.85	120	148	31.6	35/39	1436	17.2.16
Q50 4dr saloon ★★½☆☆												
2.2 Premium	143	8.7	25.0	8.7	5.1*	3.0	168	295	42.5	49/59	1750	5.2.14
JAGUAR												
F-Type 2dr convertible/3dr coupé ★★★★½												
V8 S Convertible	186	4.0	9.4	3.4	8.0	2.8	488	460	46.8	19/29	1655	12.6.13
V6 S Coupé	171	4.9	12.1	4.2	12.7	2.7	375	339	36.2	24/33	1594	11.6.14
2.0 Coupé R-Dy	155	5.8	14.7	5.1	9.5	2.8	296	295	33.2	31/44	1640	22.11.17
XF 4dr saloon ★★★★½												
R-Sport 2.0	136	9.4	26.1	9.0	16.1	2.9	178	317	44.1	47/56	1595	2.12.15
XE 4dr saloon ★★★★½												
R-Sport 2.0	147	7.6	19.0	6.9	13.3	2.7	197	206	33.8	30/49	1530	1.7.15
XJ 4dr saloon ★★★★☆												
3.0d LWB	155	6.3	16.5	6.6	3.6*	2.7	271	443	43.5	28/36	1960	9.6.10
E-Pace 5dr SUV ★★★½☆												
D180 AWD SE	127	9.9	30.9	10.5	14	3.6	178	317	45.8	36/49	1843	11.4.18
F-Pace 5dr SUV ★★★★☆												
2.0d AWD	129	9.2	30.9	9.7	7.4	–	178	317	41.3	37/40	1775	11.5.16
I-Pace 5dr SUV ★★★★½												
EV400 S	124	4.5	11.0	3.5	2.0	2.8	394	512	–	1.8/2.4†	2133	12.9.18
JEEP												
Compass 5dr 4x4 ★★★☆☆												
2.0 M'jet 4x4 L'd	118	11.0	39.0	11.4	10.9	2.8	138	258	34.2	38/45	1540	3.10.18
Renegade 5dr 4x4 ★★★½☆												
2.0 M'jet 4x4 L'd	113	10.8	37.6	11.2	10.0	3.5	138	258	34.0	41/53	1502	28.10.15
Cherokee 5dr 4x4 ★★½☆☆												
2.0 140 4x4 Ltd	117	12.3	43.4	13.0	13.8	2.7	138	258	34.7	39/43	1846	24.6.14
KIA												
Stinger 4dr saloon ★★★½☆												
2.0 T-GDI GT-LS	149	7.4	18.2	6.4	10.9	2.9	244	260	36.7	32/43	1717	25.4.18
Rio 5dr hatch ★★★½☆												
1.0 T-GDI 3 Eco	115	10.0	37.0	10.5	12.3	3.2	99	127	27.1	40/50	1228	1.3.17
Ceed 5dr hatch ★★★½☆												
1.6 CRDi 115 2	119	9.9	30.8	9.6	15.3	2.9	113	207	41.4	50/70	1388	29.8.18
Proceed 5dr shooting brake ★★★½☆												
1.4 T-GDi	127	9.5	28.1	8.9	13.2	2.87	138	179	24.1	34/43	1475	27.2.19
Niro 5dr SUV ★★★½☆												
1.6 GDI DCT 2	101	9.7	30.0	9.5	12.8	3.5	139	108/125	31.9	49/50	1500	31.8.16
Sportage 5dr SUV ★★★½☆												
1.7 CRDi ISG 2	109	12.1	46.4	13.1	16.8	3.3	114	207	34.4	50/51	1500	2.3.16
Sorento 5dr 4x4 ★★★½☆												
2.2 CRDi KX-4	128	9.3	28.6	9.4	5.7*	–	197	325	35.2	35/39	1953	8.4.15
LAMBORGHINI												
Huracán 2dr coupé ★★★★½												
Performante	201	2.9	5.9	2.0	4.9	3.0	630	442	24.5	17/22	1382	11.10.17
LAND ROVER												
Discovery Sport 5dr SUV ★★★★½												
TD6 HSE Luxury	130	8.7	27.7	8.7	8.9	3.4	254	443	37.1	26/34	2230	12.4.17
Range Rover 5dr SUV ★★★★½												
4.4 SDV8	135	7.0	19.0	6.7	3.8*	2.9	334	516	41.8	25/35	2625	12.12.12
Range Rover Evoque 5dr SUV ★★★★☆												
2.2 DS4	121	8.4	30.8	9.5	5.7*	3.1	187	310	37.3	30/36	1815	13.7.11
Range Rover Velar 5dr SUV ★★★½☆												
D240 HSE	135	9.3	27.4	9.0	15.7	3.8	237	369	41.8	33/48	2089	30.8.17
Range Rover Sport 5dr SUV ★★★★½												
3.0 TDV6	130	7.8	22.5	7.5	12.2	3.1	255	442	43.1	33/42	2115	2.10.13
SVR	162	4.4	10.3	3.8	12.6	2.6	542	502	41.8	22/19	2335	15.4.15

ROAD TEST RESULTS

Make and model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb ft)	Mph/1000rpm	Mpg or equivalent; test average/touring	Weight (kg)	TEST DATE
LEXUS												
LC 2dr coupé ★★★★☆												
LC500 Sport+	168	5.2	11.3	4.2	12.0	3.1	471	398	60.6	27/39	1970	18.10.17
NX 5dr SUV ★★★☆☆												
300h	112	9.7	30.4	9.1	5.6*	2.7	194	na	–	32/38	1905	1.10.14
RC F 2dr coupé ★★★☆☆												
RC F	168	4.8	10.7	3.9	12.9	2.9	471	391	39	24/28	1765	18.2.15
ES 4dr saloon ★★★½☆												
300h Takumi	112	8.7	21.8	7.6	4.6*	2.91	215	na	–	42/49	1742	6.2.19
LS 4dr saloon ★★★☆☆												
500h Prem AWD	155	5.9	15.4	5.3	12.4	2.8	295	258	36.9	30/42	2380	6.6.18
LOTUS												
Elise 2dr roadster ★★★½☆												
Cup 250	154	4.7	11.9	4.5	7.2	2.5	243	184	24.7	27/32	920	29.6.16
Evora 2dr coupé ★★★★☆												
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
Exige S 2dr coupé ★★★★½												
Exige S	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
Ghibli 4dr saloon ★★★½☆												
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Levante 5dr SUV ★★★☆☆												
Diesel	143	6.8	19.9	6.9	4.3	3.4	271	443	46	26/42	2205	30.11.16
MAZDA												
2 5dr hatch ★★★★☆												
1.5 Sky'v-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3 5dr hatch ★★★★☆												
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
6 4dr saloon/5dr estate ★★★★☆												
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr roadster ★★★★½												
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-3 5dr SUV ★★★½☆												
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	–	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr SUV ★★★★☆												
2.2D Sport Nav	127	9.4	26.3	9.1	10.4	3.0	148	280	37.0	43/53	1594	28.6.17
McLAREN												
570S 2dr coupé ★★★★★												
3.8 V8	204	3.1	6.4	2.2	10.2	2.6	562	443	36.5	23/37	1440	30.3.16
720S 2dr coupé ★★★★★												
4.0 V8	212	2.9	5.6	2.0	7.7	2.4	710	568	35.4	19/24	1420	24.5.17
Senna 2dr coupé ★★★★★												
4.0 V8	208	3.1	5.5	1.9	8.0	2.4	789	590	35.7	16/25	1345	10.10.18
P1 2dr coupé ★★★★★												
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/–	–	7.5.14
MERCEDES-AMG												
C63 4dr saloon ★★★★½												
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63 S C'vertible	155	4.6	10.2	3.4	7.1	2.7	503	516	35.6	21/27	1850	8.2.17
CLS53 4dr saloon ★★★★☆												
CLS53 4Matic+	155	4.3	10.3	3.7	9.1	2.7	429	384	43.8	31/39	1980	17.10.18
GT 2dr coupé ★★★★☆												
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
R	198	3.6	7.3	2.7	4.6	2.4	577	516	30.7	19/23	1555	10.5.17
GT 4-Door Coupé 4dr coupé ★★★★½												
GT63 4Matic+	193	3.3	7.7	2.7	10.7	2.8	577	590	42.6	22/30	2135	13.3.19
SLC 2dr convertible ★★★½☆												
SLC43	155	5.5	12.3	4.2	12.7	3.0	362	384	40.4	27/33	1595	6.7.16
GLC 5dr SUV ★★★½☆												
GLC63 S 4Mtic+	155	3.7	8.9	3.2	15.4	2.8	503	516	43.4	19/26	2020	13.6.18
MERCEDES-BENZ												
A-Class 5dr hatch ★★★★☆												
A200 Sport	139	8.7	22.4	7.9	–	3.2	161	184	33.6	39/57	1379	4.7.18
B-Class 5dr MPV ★★★½☆												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-Class 4dr saloon/5dr estate ★★★★☆												
C220 Bluetec	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr saloon/5dr estate ★★★½☆												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
200 CDI S't S'Brk	134	10.1	29.7	9.6	11.9	3.4	134	221	33.5	53/59	1555	18.11.15
E-Class 4dr saloon/5dr estate/2dr convertible/2dr coupé ★★★★☆												
E400 Coupé	155	5.6	13.4	4.9	14.8	2.9	328	354	46.7	30/39	1845	14.6.17
S-Class 4dr saloon/2dr coupé ★★★★★												
S350 Bluetec	155	7.3	19.0	6.8	3.9*	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG Coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr SUV ★★★½☆												
GLA220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
GLC 5dr SUV ★★★★☆												
GLC250d	143	7.8	23.5	7.8	15.7	3.2	201	369	46.9	39/43	1845	10.2.16
GL 5dr SUV ★★★★☆												
GL350 AMG Sp't	137	8.3	24.8	8.2	5.0*	2.6	255	457	37.7	28/33	2455	24.7.13
X-Class 4dr pick-up ★★★½☆												
X250d 4Matic	109	11.2	38.9	11.6	–	3.2	187	332	31.3	27/36	2159	20.6.18
SL 2dr convertible ★★★★☆												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
MG												
3 5dr hatch ★★★½☆												
1.5 3Form Sp't	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
GS 5dr SUV ★★★☆☆												
1.5 TGI Excite	118	8.9	25.5	8.3	12.4	2.8	164	184	29.3	29/38	1395	20.7.16
MINI												
Mini 3dr hatch ★★★★½												
Cooper S	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
C'per S Wks 210	146	7.2	16.4	6.0	6.5	3.0	207	221	26.5	31/47	1235	6.12.17
Clubman 5dr hatch ★★★½☆												
Cooper D	132	8.6	25.9	8.2	10.0	2.9	148	243	34.9	51/52	1320	25.11.15
Convertible 2dr convertible ★★★★½												
Cooper	129	9.2	25.4	8.8	12.4	2.7	134	162	31.0	46/53	1280	6.4.16
Countryman 5dr hatch ★★★½☆												
Cooper D	129	9.0	26.4	8.4	11.5	2.8	148	243	36.2	42/48	1480	22.2.17
Plug-in Hybrid	123	6.7	24.4	6.2	5.5	3.5	221	284	30.1	42/50	1735	26.7.17
MITSUBISHI												
Eclipse Cross 5dr SUV ★★★☆☆												
1.5 First Ed 2WD	127	9.0	26.5	8.3	13.8	3.0	161	184	30.9	34/45	1455	14.3.18
Outlander 5dr SUV ★★★½☆												
PHEV GX4hs	106	10.0	30.5	9.5	6.2	3.0	200	245	–	44/38	1810	16.4.14
MORGAN												
Plus 8 2dr roadster ★★★☆☆												
4.8 V8	–	4.9	11.1	4.0	8.3	3.2	390	370	36.0	24/32	1230	22.8.12
3 Wheeler 2dr roadster ★★★★★												
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/–	520	6.6.12
NISSAN												
Micra 5dr hatch ★★★½☆												
0.9 N-Connecta	109	12.1	44.7	11.7	15.6	2.8	89	103	24.3	45/57	1068	26.4.17
DIG-T 117 N-Sport	121	10.2	28.8	9.4	16.5	3.2	115	148	31.2	33/55	1105	27.3.19
Note 5dr hatch ★★★★☆												
1.2 Acenta Pr'm	106	12.6	–	13.4	20.3	2.9	79	81	21.8	42/54	1036	9.10.13
Juke 5dr SUV ★★★½☆												
Acenta 1.6	111	10.3	41.6	9.9	12.7	3.0	115	117	19.5	36/46	1230	3.11.10
Nismo 1.6	134	6.9	17.2	6.0	7.2	2.5	197	184	23.8	31/39	1295	22.5.13
Qashqai 5dr SUV ★★★★½												
1.5 dCi 2WD	113	10.8	39.2	11.1	12.9	2.9	109	192	35.0	49/56	1365	19.2.14
X-Trail 5dr SUV ★★★½☆												
1.6 dCi 2WD	117	11.2	39.7	11.7	11.2	3.0	128	236	32.8	42/48	1550	13.8.14
GT-R 2dr coupé ★★★★½												
Recaro	196	3.4	7.8	2.7	5.3	2.7	562	470	28.0	22/31	1752	16.11.16
NOBLE												
M600 2dr coupé ★★★★½												
M600	225	3.5	6.8	2.5	4.7	2.45	650	604	29.9	18/25	1305	14.10.09
PEUGEOT												
208 3/5dr hatch ★★★☆☆												
1.2 VTI Active	109	14.2	–	14.5	9.1	2.9	81	87	21.2	41/45	1080	18.7.12
GTi 30th	143	6.5	16.1	5.8	6.7	2.9	205	221	25.6	41/42	1160	11.2.15
308 3/5dr hatch ★★★★☆												
1.6 e-HDi 115	118	10.1	32.6	10.4	13.9	3.0	114	199	38.5	48/59	1395	15.1.14
508 4dr saloon ★★★★☆												
GT Bl'HDi 180	146	8.8	23.4	8.5	10.8	2.6	174	295	43.9	35/52	1535	24.10.18
2008 5dr SUV ★★★½☆												
1.6 e-HDi	117	10.7	37.8	11.5	11.8	3.2	114	199	32.7	49/59	1180	19.6.13
3008 5dr SUV ★★★½☆												
1.6 Bl'HDi GT L'e	117	12.0	44.3	12.1	13.2	3.2	118	221	34.6	42/53	1300	18.1.17
5008 5dr MPV ★★★½☆												
2.0 Bl'HDi GT L'e	129	10.8	28.8	9.7	11.5	2.7	148	273	37.6	51/60	1490	1.11.17
PORSCHE												
718 2dr coupé/roadster ★★★★½												
Boxster	171	5.4	12.2	4.3	5.2	2.5	296	280	25.8	26/36	1335	8.6.16
Cayman S	177	4.8	10.5	3.9	4.8	2.5	345	310	25.8	28/29	1430	10.8.16
Cayman GTS	180	4.8	10.2	3.5	4.7	2.5	361	310	25.8	28/39	1375	9.5.18
911 GT2 2dr coupé ★★★★☆												
GT2 RS	211	3.0	6.1	2.2	5.6	2.6	691	553	32.1	19/28	1470	18.7.18
911 2dr coupé ★★★★½												
Carrera S	190	4.5	9.4	3.4	7.3	2.9	414	369	36.4	27/31	1535	20.1.16
918 Spyder 2dr coupé ★★★★★												
4.6 V8	214	2.6	5.3	1.9	2.2	2.3	874	944	41.2	28/44	1740	22.10.14
Panamera 4dr saloon ★★★★★												
4S Diesel	177	4.1	10.3	3.8	–	3.0	416	627	50.7	32/43	2050	1.2.17
Macan 5dr SUV ★★★★½												
Turbo	165	4.7	11.8	4.3	7.9	2.4	394	406	35.7	22/31	2000	4.6.14
Cayenne 5dr SUV ★★★★☆												
Turbo	177	3.9	9.3	3.3	5.3	2.8	542	568	44.7	21/31	2250	5.9.18
RENAULT												
Twingo 5dr hatch ★★★½☆												
Dynamique	94	17.6	–	19.1	29.4	2.9	69	67	20.8	42/52	865	29.10.14
Zoe 5dr hatch ★★★½☆												
Dynamique	84	12.3	–	13.9	9.1	2.9	87	162	7.8	4.0/3.4†	1468	31.7.13
Clio 5dr hatch ★★★★☆												
0.9 TCE	113	13.4	–	13.9	19.1	2.8	89	100	23.8	38/47	1009	6.3.13
RS 200 Turbo	143	7.4	20.9	6.9	9.1	2.8	197	177	20.8	32/37	1204	23.10.13
Mégane 3dr hatch ★★★★½												
275 Trophy-R	158	6.4	14.0	5.0	6.4	3.1	271	266	27	26/33	1297	5.11.14
New Mégane 5dr hatch ★★★☆☆												
1.5 dCi Dyn. S Nav	116	11.1	35.2	11.1	13.2	2.8	108	192	33.9	47.2	1387	17.8.16
Grand Scenic 5dr MPV ★★★½☆												
dCi 130 Dyn. S Nav	118	11.4	35.8	11.3	10.2	3.4	129	236	32.1	47/61	1601	25.1.17
Kadjar 5dr SUV ★★★★☆												
dCi 115 Dyn. S Nav	113	14.5	–	14.6	17.2	2.3	108	192	35.0	52/69	1380	21.10.15
Koleos 5dr SUV ★★★☆☆												
dCi 175 4WD Sig.	126	9.8	31.3	10.1	14.3	2.9	175	280	–	34/38	1747	20.8.17
ROLLS-ROYCE												
Phantom 4dr saloon ★★★★★												
Phantom	155	5.5	11.8	4.4	2.5*	2.8	563	664	51.2	8/28	2560	4.4.18
Ghost 4dr saloon ★★★★☆												
Ghost	155	4.9	10.6	3.9	2.3*	2.6	563	575	46.0	18/23	2450	7.7.10
Wraith 2dr coupé ★★★★½												
Wraith	155	4.6	10.0	4.5	2.1*	2.9	624	590	45.9	15/27	2435	21.5.14
Dawn 2dr convertible ★★★★☆												
Dawn	155	5.2	11.6	4.2	2.4*	2.9	563	575	47.7	19/25	2560	1.6.16
SEAT												
Ibiza 5dr hatch ★★★★½												
SE Tech'y 1.0 TSI	113	10.0	34.1	10.0	10.1	3.0	94	129	27.2	45/56	1047	19.7.17
Leon 3/5dr hatch ★★★★☆												
SC 2.0 TDI FR	142	8.0	22.1	7.5	9.6	2.9	181	280	35.6	47/54	1350	4.9.13
Cupra SC 280	155	5.9	13.6	4.4	7.1	2.7	276	258	27.2	28/36	1441	26.3.14
Arona 5dr SUV ★★★★☆												
SE Tech'y 1.0 TSI	107	10.5	–	10.6	11.9	3.1	94	129	26.2	37/41	1165	15.11.17
Ateca 5dr SUV ★★★★½												
1.6 TDI SE	114	10.5	35.6	9.3	14.0	2.9	114	184	36.4	50/62	1300	19.10.16
SMART												
Forfour Electric Drive 5dr hatch ★★½☆☆												
Prime Premium	81	13.2	–	14.5	10.6	2.8	80	118	–	3.1/3.9†	1200	23.8.17
SKODA												
Fabia 5dr hatch ★★★★☆												
1.2 TSI 90 SE-L	113	12.6	46	12.5	15.0	3.4	89	118	26.1	45/49	1109	21.1.15
Octavia 4dr saloon/5dr estate ★★★★☆												
vRS 245 Estate	155	6.9	16.2	5.8	7.3	2.9	242	273	29.8	33/39	1392	16.8.17
Superb 5dr hatch/estate ★★★★½												
2.0 TDI SE	135	8.8	24.9	8.2	11.2	2.8	148	251	37.2	47/54	1505	9.9.15
Karoq 5dr SUV ★★★½☆												
2.0 TDI 150 Scout	122	8.9	28.7	9.6	12.8	2.86	148	251	36.1	38/47	1629	30.1.19
Kodiaq 5dr SUV ★★★★☆												
2.0 TDI Edition	121	9.5	34.7	10.1	12.2	2.8	148	251	33.5	37/48	1751	23.11.16
SSANGYONG												
Tivoli XLV ★★★☆☆												
ELX auto	107	12.0	44.5	12.6	7.9	3.1	113	221	33.2	45/58	1425	14.9.16
SUBARU												
XV 5dr SUV ★★★☆☆												
2.0i SE L'tronic	120	10.1	27.7	9.0	27.0	3.4	154	145	41.5	31/39	1451	28.2.18
Levorg 5dr estate ★★★☆☆												
GT 1.6i L'tronic	130	8.4	24.6	7.9	21.0	2.6	168	184	31.9	34/36	1537	13.1.16
Forester 5dr SUV ★★★☆☆												
2.0d XC	118	9.9	36.5	10.5	11.0	2.9	145	258	33.0	41/49	1540	5.6.13
WRX 4dr saloon ★★★☆☆												
STi Type UK	159	5.4	13.3	5.1	9.4	2.8	296	300	27.6	23/31	1534	25.6.14
SUZUKI												
Swift 5dr hatch ★★★½☆												
1.0 SZ5	121	10.5	33.0	10.3	11.8	2.9	110	125	26.3	45/56	925	17.5.17
Celerio 5dr hatch ★★★½☆												
1.0 SZ4	96	12.9	–	14.3	25.0	3.0	67	66	22.4	54/57	835	25.3.15
Baleno 5dr hatch ★★★½☆												
1.0T B'jet SZ5	124	9.8	29.5	9.7	11.2	2.9	110	125	26.3	50/55	950	3.8.16
SX4 S-Cross 5dr SUV ★★★½☆												
1.6 DDiS SZ4	111	10.0	32.6	10.1	8.9	2.6	118	236	35.1	57/67	1290	30.10.13
Jimny 3dr SUV ★★★½☆												
1.5 SZ5 Allgrip	90	11.9	–	11.6	15.1	4.4	100	95	19.8	29/35	1112	28.11.18
Vitara 5dr SUV ★★★½☆												
1.6 SZ5	112	9.5	29.8	9.5	15.5	–	118	115	24.3	49/47	1075	29.4.15
TESLA												
Model S 4dr saloon ★★★★½												
P90D	155	5.2	9.1	3.0	1.9	2.9	525	713	8.5	2.4/3.3†	2200	20.4.16
Model X 5dr SUV ★★★★☆												
90D	155	4.7	13.1	2.8	2.5	2.7	416	487	8.5	1.6/2.0†	2508	15.2.17
TOYOTA												
Yaris 3dr hatchback ★★★½☆												
GRMN	143	6.4	15.4	5.4	9.8	2.9	209	184	27.7	27/39	1135	28.3.18
GT86 2dr coupé ★★★★★												
2.0 manual	140	7.4	18.8	6.8	10.6	2.6	197	151	23.5	30/45	1235	4.7.12
Prius 5dr hatch ★★★★☆												
Business E'tion	112	11.1	32.0	10.7	6.4*	3.1	121	–	–	53/63	1400	16.3.16
Mirai 4dr saloon ★★★★☆												
Mirai	111	10.1	36.5	10.2	6.5*	3.3	152	247	22.5	44/62**	1400	27.4.16
C-HR 5dr SUV ★★★★☆												
Excel 1.8 Hybrid	106	11.6	43.5	11.9	7.3*	2.7	121	–	–	49/60	1420	4.1.17
VAUXHALL												
Adam 3dr hatch ★★★☆☆												
1.2 Jam Ecoflex	103	14.3	–	15.3	20.8	2.8	68	85	21.8	39/45	1086	6.2.13
Viva 5dr hatch ★★★½☆												
1.0 SE A/C	106	13.0	–	14.1	19.0	–	74	70	20.3	49/55	938	15.7.15
Corsa 3/5dr hatch ★★★½☆												
1.4T SRi VX-Line	115	11.7	45.1	12.1	15.3	2.9	99	148	34.8	37/42	1176	19.11.14
VXR	143	7.2	18.3	6.4	7.8	2.4	202	181	23.8	29/34	1280	6.5.15
Crossland X 5dr SUV ★★★☆☆												
1.2T 130 Elite	128	9.8	31.4	10.3	8.9	2.9	128	170	30.5	40/54	1199	7.6.17
Astra 5dr hatch/estate ★★★★☆												
1.6 CDTi 136 SRi	127	8.8	25.7	8.8	8.6	2.6	134	236	33.4	55/58	1350	30.9.15
ST CDTi B'tbo SRi	137	8.4	22.2	7.7	8.1	2.6	158	258	33.7	57/59	1435	13.4.16
Combo Life 5dr MPV ★★★½☆												
1.5 TD 100 En'gy	109	14.7	–	16.2	14.4	2.8	99	184	32.0	45/60	1552	27.12.18
Insignia Grand Sport 4dr saloon ★★★★☆												
2.0D SRi VX-Line	140	8.7	23.8	7.9	8.9	2.7	168	295	36.1	39/51	1507	3.5.17
Insignia Sports Tourer 5dr estate ★★★☆☆												
GSi 2.0 B'tbo D	144	8.4	23.1	7.7	9.5	2.7	207	354	38.6	36/47	1807	30.5.18
VXR8 4dr saloon ★★★★☆												
GTS-R	155	4.8	9.6	3.3	6.6	3.1	587	546	34.9	20/27	1858	10.1.18
VOLKSWAGEN												
Up 3/5dr hatch ★★★★☆												
GTI 1.0 TSI 115	122	8.5	25.7	7.8	7.6	2.8	114	147	24.7	39/54	1070	21.3.18
Polo 5dr hatch ★★★★½												
1.0 TSI 95 SE	116	10.7	34.4	11.1	12.1	2.8	94	129	27.1	43/57	1145	31.1.18
GTI	147	6.7	17.4	5.9	8.6	2.8	197	236	–	37/47	1355	1.8.18
Golf 3/5dr hatch ★★★★½												
GTI Perf. DSG	155	6.5	16.4	5.9	8.9	2.8	227	258	34.4	32/38	1402	10.7.13
GTE	138	7.7	18.2	6.1	7.7	2.5	201	258	7.6	44/45	1599	20.5.15
1.5 TSI R-line	134	8.8	22.7	8.1	9.9	2.1	148	184	28.0	40/52	1324	2.8.17
T-Roc 5dr SUV ★★★★½												
2.0 TSI SEL 4Mn	134	6.7	20.2	6.5	13.3	3.2	187	236	35.6	31/37	1495	24.1.18
Arteon 5dr hatch ★★★½☆												
2.0 BITDI 240	152	6.5	17.7	6.2	8.9	3.3	237	369	37.8	38/56	1828	27.9.17
Passat 4dr saloon/5dr estate ★★★★☆												
2.0 TDI 190 GT	144	8.7	23.6	8.1	13.1	3.2	187	295	37.9	45/52	1614	4.2.15
GTE	140	7.6	19.0	6.1	7.8	3.3	215	295	32.3	38/43	1722	7.9.16
Touran 5dr MPV ★★★★☆												
2.0 TDI 150 SE	128	9.9	29.3	9.7	13.6	3.2	148	251	37.0	54/60	1571	3.2.16
Tiguan 5dr SUV ★★★★½												
2.0 TDI 150 SE	127	10.4	33	9.6	12.4	3.2	148	251	40.0	44/52	1683	22.6.16
Caravelle 5dr MPV ★★★★☆												
2.0 BITDI Exec.	126	11.6	36.1	11.7	10.2	3.2	201	332	22.7	38/45	2386	23.12.15
Touareg 5dr SUV ★★★½☆												
3.0 TDI R-Ln Tch	146	7.2	18.6	6.5	21.5	2.8	282	442	47.6	37/42	2070	8.8.18
VOLVO												
XC40 5dr SUV ★★★★½												
D4 AWD First Ed.	130	8.5	24.8	8.5	13.7	3.0	188	295	39.8	38/44	1735	7.2.18
S60 4dr saloon ★★★★☆												
D4 SE Nav	143	7.6	20.4	6.9	9.2	3.0	179	295	39.4	46/59	1580	5.3.14
S90 4dr saloon ★★★★☆												
D4 Momentum	140	8.2	22.1	7.9	11.1	2.6	188	295	40.1	40/51	1717	13.7.16
V60 5dr estate ★★★★☆												
D4 M'tum Pro	137	8.9	23.8	8.2	12.7	2.8	188	295	41.0	35/43	1847	27.6.18
XC60 5dr SUV ★★★½☆												
D4 AWD R-Des'n	127	8.9	26.2	8.8	14.2	2.8	188	295	38.9	40/49	1836	5.7.17
XC90 5dr SUV ★★★★☆												
D5 Momentum	137	8.3	23.9	8.3	5.0*	–	222	347	33.6	37/39	2009	17.6.15
WESTFIELD												
Sport 0dr roadster ★★★★☆												
Sport 250	142	3.6	11.1	6.4	4.0	2.7	252	270	22.7	32/42	665	29.11.17
ZENOS												
E10 0dr roadster ★★★★½												
S	140	4.3	11.2	4.1	5.3	2.9	250	295	33.9	21/23	725	7.10.15

Q.

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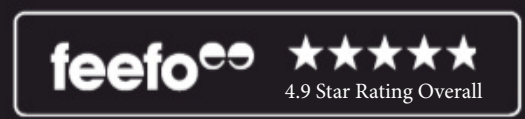

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3 AKU £5,995 (Baku)	III OV £5,995 (Looove)	101 AE £5,995	50 EU £4,495 (brexit plate)	XAM IS £1,295	25 0 sold for £518,000* 250 L sold for £130,328* *info from Dvla sale prices

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2 CNH £3,995
(CNH pair £14,995)

YOU63F (Yousef) £5,995	YOU 55 £3,995	5 GKY £2,995	7 HXY £2,695	8 KYU £2,495	80 XYX £1,895	III OYF £1,695	88 LXK £1,395	77 UXY £1,295
VET ID £4,995	92 VAN £3,695	10 YV £2,995	747 OYE £2,695	GADIX £2,495	200 OEX £1,795	10 YVA £1,695	88 UXY £1,395	RFO 447 £1,295
41 HU £4,995	4 NJY £3,495	TOPIK £2,995	8 VJY £2,695	III UVY (Luvie) £1,995	66 NRY (Henry) £1,695	30 VYP £1,595	88 YHB £1,295	666 VRX £995
8070X (Botox) £4,995	3 OJX £3,495	YOUIG £2,995	6 UYG £2,695	P7 EYA (Playa) £1,995	37 DCY £1,695	66 OXV £1,495	33 GKY £1,295	333 UXX £995
44 XAM £3,995	4 LXA £3,495	UMAIA £2,995	80XON (Boxon) £2,695	44 OAY £1,895	50 XES £1,695	22 VSY £1,395	77 VRY £1,295	AAZ 550 £995
8 OXV £3,995	444XAA £2,995	8 XEU £2,695	OOXIE £2,695	60 XKY £1,895	88 HXE £1,695	600 VUY £1,395	VI JCE £1,295	KUII66 £495

NEW CARS A TO Z

For full reviews of every car listed here, visit our website, **autocar.co.uk**

ECONOMY EXPLAINED

Between the various figures produced on the old-style 'NEDC', transitional 'NEDC correlated' and new-style 'WLTP' lab emissions and fuel economy tests, it's become tricky to compare manufacturers' claimed efficiency on the latest new cars. When you see a fuel economy and CO_2 figure reference elsewhere, it's often without explanation.

So, to provide as fair and clear a basis for comparison as possible, you'll only ever read 'WLTP combined' fuel economy and CO_2 figures in Autocar's first drive reviews, features and comparison tests – and on these data pages. Those are the aggregated result of four lab tests carried out across as many different cruising speed ranges – although they're sometimes expressed as a range rather than as one specific figure to show the different results recorded by the heaviest and lightest available examples of the car in question (depending on optional equipment). Not all car makers have published these figures yet, however.

In road tests, you'll also see our own independently produced real-world fuel economy test results for comparison with the lab test claims. We produce an 'average', 'track' and 'touring' figure for each car we test – as often as possible on a brim-to-brim test basis. While 'average' represents the overall economy returned by a new car over a full road test, and 'track' is relevant only to intensive performance testing (the length and conditions of which can vary slightly), 'touring' gives the best guide of the kind of economy you might see from a car at a steady 70mph UK motorway cruise.

We do real-world efficiency and range testing on electric cars, too, expressing the former in terms of miles per kilowatt hour, as EV manufacturers do increasingly widely by convention.

STAR RATINGS EXPLAINED

- ☆☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★☆☆☆☆ Appalling. Massively significant failings.
- ★☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ★★☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★☆☆☆ Off the pace. Below average in nearly all areas.
- ★★★☆☆ Acceptable. About average in key areas, but disappoints.
- ★★★☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★☆ Good. Competitive in key areas.
- ★★★★☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★★ Excellent. Near class-leading in key areas and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

ABARTH

595 3dr hatch/2dr open £16,130–£21,430 ★★★☆☆
The Fiat 500's Abarth makeover makes it a true pocket rocket. **LxWxH** 3657x1627x1485 **Kerb weight** 1070kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 145	143	130	7.8	37.2	134
1.4 T-jet 160 Trofeo	157	135	7.4	35.3	134
1.4 T-jet 165 Turismo	162	135	7.3	38.2	139
1.4 T-jet 180 Competizione	177	140	6.9	36.2	155

695 3dr hatch/2dr open £23,530 ★★★☆☆
A convincing track-day 500 with decent dynamic ability, but overly firm ride spoils it. **LxWxH** 3657x1627x1485 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 180 Rivale	177	140	6.7	36.2	155

124 Spider 2dr open £29,775–£33,775 ★★★★☆
Only a mildly upgraded version of the standard car – but what a revelation it is. **LxWxH** 4054x1740x1233 **Kerb weight** 1060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 T-jet 170	167	142-144	6.9	TBC	148-153

ALFA ROMEO

Mito 3dr hatch £15,505–£21,385 ★★★☆☆
Likeable, good-looking hatch is practical, too, but dynamic flaws make it an also-ran. **LxWxH** 4063x1720x1446 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TB Twinair 105	103	114	11.4	TBC	TBC
1.4 TB Multiair 170	167	136	7.3	TBC	TBC
1.3 JTDM-2 95	93	112	12.5	TBC	TBC

Giulietta 5dr hatch £19,750–£25,850 ★★★☆☆
Long in the tooth but still seductive, shame it's not rounded or lavish enough. **LxWxH** 4351x1798x1465 **Kerb weight** 1305kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 TB 120	118	121	9.4	36.2	164
1.6 JTDM-2 120	148	121	10.0	49.6	123-125

Giulia 4dr saloon £33,190–£62,500 ★★★★☆
Handsome and special dynamically but lacks finesse and only comes as an auto. **LxWxH** 4643x1860x1436 **Kerb weight** 1429kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Turbo Petrol 200	197	146	6.6	36.2	153
2.0 Turbo Petrol 280	276	149	5.7	33.6	158
2.2 Turbo Diesel 160	158	137	8.2	53.3	128
2.2 Turbo Diesel 190	187	143	7.1	52.3	128
2.9 BiTurbo Quadrifoglio	503	191	3.9	TBC	TBC

Stelvio 5dr SUV £34,035–£69,500 ★★★★☆
Alfa's first SUV is a solid effort. Choosing the petrol version gives it charisma. **LxWxH** 4687x1903x1671 **Kerb weight** 1604kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2 Turbo Diesel 190	187	130	7.6	46.3	138
2.2 Turbo Diesel 190 Q4 AWD	187	130	7.6	44.1	147
2.2 Turbo Diesel 210 Q4 AWD	207	134	6.6	43.5	147
2.0 Turbo 200 Q4 AWD	197	134	7.2	30.4	176
2.0 Turbo 280 Q4 AWD	276	143	5.7	30.4	175
2.9 BiTurbo Quadrifoglio	503	197	3.8	TBC	TBC

4C Spider 2dr open £59,835 ★★★☆☆
It may be flawed but it's rewarding to drive, if not the last word in finesse. **LxWxH** 3989x1864x1183 **Kerb weight** 934kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.75 TBi 240	236	160	4.5	TBC	TBC

ALPINA

B3 S 4dr saloon/5dr touring £62,000–£63,000 ★★★★☆
Previously falling behind in the power stakes, but the recent facelift rectifies that. **LxWxH** 4632x1811x1431 **Kerb weight** 1705kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 BiTurbo	433	188-190	4.3	TBC	TBC

B4 S 2dr coupé/open £73,100–£78,600 ★★★☆☆
A retuned version of the 4 Series that feels more at home on the track than the road. **LxWxH** 4640x1825x1373 **Kerb weight** 1690kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 BiTurbo	433	189-190	4.2-4.3	TBC	TBC

B5 4dr saloon/5dr touring £89,000–£91,000 ★★★★☆
Is it the best alternative to an M5? Yes, at least from a practicality viewpoint. **LxWxH** 4956x1868x1466 **Kerb weight** 2015kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.4 V8 BiTurbo	599	200-205	3.5-3.7	TBC	TBC

B7 4dr saloon £115,000 ★★★★☆
A 7 Series with a power boost gives BMW a worthy challenger to the AMG S-Classes. **LxWxH** 5250x1902x1491 **Kerb weight** 2060kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.4 V8 BiTurbo	599	205	4.2	TBC	TBC

D5 S 4dr saloon £62,000 ★★★★☆
The excellent 5 Series receives some Alpina tweaking to make it a brilliant cruiser. **LxWxH** 4956x1868x1466 **Kerb weight** 1870kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 BiTurbo	345	171	4.9	TBC	TBC

ALPINE

A110 2dr coupé £46,905–£50,805 ★★★★★
A much, much greater car and achievement than the sum of its parts suggest. **LxWxH** 4180x1980x1252 **Kerb weight** 1080kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 Turbo	252	155	4.5	TBC	TBC

ARIEL

Atom 0dr open £39,950 ★★★★☆
Simple, purist concept remains but everything else has changed... for the better. **LxWxH** 3520x1880x1122 **Kerb weight** 595kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 turbo	320	162	2.8	TBC	TBC

Nomad 0dr open £38,000 ★★★★★
Well inside the top 10 list of our favourite cars. A revelation and a riot to drive. **LxWxH** 3215x1850x1425 **Kerb weight** 670kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.4 K24 i-VTEC	235	125	3.4	TBC	TBC

ASTON MARTIN

Vantage 2dr coupé £120,900 ★★★★☆
The faster, cleverer, more hardcore entry-level Aston tops its class. **LxWxH** 4465x1942x1273 **Kerb weight** 1630kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	503	195	3.5	11.6	TBC

DB11 2dr coupé £147,900–£161,900 ★★★★★
The stunning replacement for the already seductive DB9 is tyre-shreddingly good. **LxWxH** 4739x2060x1279 **Kerb weight** 1875kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	503	187	4.0	10.6	TBC
5.2 V12 AMR	630	208	3.7	13.4	TBC

DBS Superleggera 2dr coupé £225,000 ★★★★★
Effortlessly fast, intoxicating to drive: the big Aston is better than ever. **LxWxH** 4712x2146x1280 **Kerb weight** 1693kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5.2 V12	715	211	3.7	13.5	TBC

Rapide S 4dr saloon £149,500–£152,000 ★★★★☆
The Rapide is one of the most elegant four-door sports cars in the world. **LxWxH** 5019x1929x1360 **Kerb weight** 1990kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.0 V12	552	203	4.4	TBC	TBC

AUDI

A1 Sportback 5dr hatch £17,700–£25,655 ★★★☆☆
Quite pricey, but a rounded car with plenty of rational appeal. **LxWxH** 4029x1746x1418 **Kerb weight** 1105kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 25 TFSI	94	118	10.5	TBC	TBC
1.0 30 TFSI	114	126	9.5	TBC	TBC
1.5 35 TFSI	148	137	7.7	TBC	TBC
2.0 40 TFSI	197	146	6.5	TBC	TBC

A3 Sportback 5dr hatch £21,340–£26,845 ★★★★☆
All the above but with the added convenience of five doors and a usefully larger boot. **LxWxH** 4313x1785x1426 **Kerb weight** 1180kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	128	9.9	TBC	TBC
1.5 35 TFSI	148	137	8.2	TBC	TBC
2.0 40 TFSI	187	152	6.8	TBC	TBC
1.6 30 TDI	114	126	10.4	TBC	TBC

A3 Saloon 4dr saloon £23,910–£27,410 ★★★★☆
Undercuts the case to own an A4. Upmarket interior and good to drive. **LxWxH** 4458x1796x1416 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 30 TFSI	114	131	9.9	TBC	TBC
1.5 35 TFSI	148	139	8.2	TBC	TBC
1.6 30 TDI	114	131	10.4	TBC	TBC

A3 Cabriolet 2dr open £29,985–£32,135 ★★★★☆
Compact, affordable, usable and refined. Strong performance, too. **LxWxH** 4423x1793x1409 **Kerb weight** 1380kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 35 TFSI	148	137	8.9	TBC	TBC
2.0 40 TFSI	187	155	7.2	TBC	TBC

A4 4dr saloon £28,725–£33,425 ★★★★☆
High quality and competent but leaves the dynamic finesse to its rivals. **LxWxH** 4726x1842x1427 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 35 TFSI	148	139	8.6	TBC	TBC
2.0 40 TFSI	187	155	7.3	TBC	TBC
2.0 45 TFSI quattro	242	155	5.6	TBC	TBC
2.0 35 TDI	148	136	8.9	TBC	TBC
2.0 40 TDI quattro	187	146	7.4	TBC	TBC

A4 Avant 5dr estate £30,125–£34,825 ★★★★☆
Classy and demure estate lacks the dynamic sparkle of rivals. **LxWxH** 4725x1842x1434 **Kerb weight** 1370kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 35 TFSI	148	136	8.9	TBC	TBC
2.0 40 TFSI	187	148	7.5	TBC	TBC
2.0 45 TFSI quattro	242	155	6.0	TBC	TBC
2.0 35 TDI	148	132	9.2	TBC	TBC
2.0 40 TDI	187	144	7.9	TBC	TBC
2.0 40 TDI quattro	187	143	7.6	TBC	TBC

A5 2dr coupé £34,255–£48,875 ★★★★☆
Refreshed coupé gets a sharper look and a refreshed interior. Still mundane to drive. **LxWxH** 4673x1846x1371 **Kerb weight** 1390kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 35 TFSI	148	140	8.9	47.9	133
2.0 40 TFSI	187	150	7.2	47.1	135
3.0 V6 TFSI S5 quattro	349	155	4.7	38.2	170
2.9 V6 TFSI RS5 quattro	443	155	3.9	32.5	197
2.0 40 TDI	187	150	7.7	62.8	118
2.0 40 TDI quattro	187	146	7.4	54.3	137

A5 Sportback 5dr coupé £33,365–£49,525 ★★★★☆
Refined, good-looking four-door coupé is sadly short on charm and finesse. **LxWxH** 4733x1843x1386 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 35 TFSI	148	139	9.1	TBC	TBC
2.0 40 TFSI	187	150	7.5	TBC	TBC
2.0 45 TFSI quattro	242	155	5.8	TBC	TBC
2.0 35 TDI	148	135	9.1	TBC	TBC
2.0 40 TDI	187	150	7.5	TBC	TBC
2.0 40 TDI quattro	187	146	7.6	TBC	TBC

A5 Cabriolet 2dr open £38,185–£49,995 ★★★★☆
More practical than smaller options. Lower-powered, steel-sprung trim is best. **LxWxH** 4673x1846x1383 **Kerb weight** 1600kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 40 TFSI	187	150	7.9	TBC	TBC
2.0 45 TFSI quattro	242	155	6.5	TBC	TBC
2.0 40 TDI	187	150	8.4	TBC	TBC
2.0 40 TDI quattro	187	145	8.0	TBC	TBC

A5 Sportback 4dr saloon £34,255–£48,875 ★★★☆☆
Mid-sized sleek exec is still short of a selling point beyond its style. **LxWxH** 4711x1843x1386 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 35 TFSI	148	138	9.1	TBC	TBC
2.0 40 TFSI	187	150	7.5	TBC	TBC
2.0 45 TFSI quattro	242	155	6.0	TBC	TBC
2.0 40 TDI	187	150	7.9	TBC	TBC
2.0 40 TDI quattro	187	146	7.6	TBC	TBC

A6 4dr saloon £37,750–£50,870 ★★★★☆
Supremely well-constructed but a bit soulless to drive. A smart office on wheels. **LxWxH** 4939x1886x1457 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.0	TBC	TBC
3.0 55 TFSI quattro	335	155	5.1	TBC	TBC
2.0 40 TDI	201	152	8.1	TBC	TBC
2.0 40 TDI quattro	201	153	7.6	TBC	TBC
3.0 50 TDI quattro	282	155	5.5	TBC	TBC

A6 Avant 5dr estate £40,740–£52,970 ★★★★☆
A capable and high-tech throwback that's a timely reminder of what Audi does best. **LxWxH** 4939x1886x1467 **Kerb weight** 1710kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 45 TFSI quattro	242	155	6.2	TBC	TBC
3.0 55 TFSI quattro	335	155	5.3	TBC	TBC

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	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 40 TDI	201	149	8.3	TBC	TBC
2.0 40 TDI quattro	201	150	7.8	TBC	TBC
3.0 50 TDI quattro	282	155	5.7	TBC	TBC

A7 Sportback 5dr coupé **£46,250–£76,455** ★★★½☆
Easy on the eye and to live with, but let down by stolid dynamics. **LxWxH** 4969x1908x1422 **Kerb weight** 1880kg

2.0 45 TFSI quattro	242	155	6.2	TBC	TBC
3.0 55 TFSI quattro	335	155	5.3	TBC	TBC
2.0 40 TDI	201	152	8.3	TBC	TBC
2.0 40 TDI quattro	201	155	7.0	TBC	TBC
3.0 45 TDI quattro	227	155	6.5	TBC	TBC
3.0 50 TDI quattro	282	155	5.7	TBC	TBC

A8 4dr saloon **£68,755–£78,545** ★★★★☆
Technical tour de force benefits from Audi's knack of making very good limousines. **LxWxH** 5172x1945x1473 **Kerb weight** 1920kg

3.0 55 TFSI quattro	335	155	5.6	TBC	TBC
3.0 55 TFSI quattro LWB	335	155	5.7	TBC	TBC
3.0 50 TDI quattro	282	155	5.9	TBC	TBC
3.0 50 TDI quattro LWB	282	155	5.9	TBC	TBC

Q2 5dr SUV **£22,960–£37,375** ★★★★☆
Audi's smallest SUV is a decent stepping stone from the A3 to the Q range. **LxWxH** 4191x1794x1508 **Kerb weight** 1205kg

1.0 30 TFSI	114	122	10.3	TBC	TBC
1.5 35 TFSI	148	131	8.5	TBC	TBC
2.0 40 TFSI quattro	187	141	6.5	TBC	TBC
2.0 SQ2 TFSI	298	155	4.8	TBC	TBC
1.6 30 TDI	114	122	10.5	TBC	TBC

Q3 5dr SUV **£30,770–£47,075** ★★★½☆
Typically refined and competent but feels more like an A3 than an Audi SUV. **LxWxH** 4388x1831x1608 **Kerb weight** 1385kg

1.5 35 TFSI	148	128-131	9.2-9.6	TBC	TBC
2.0 40 TFSI quattro	187	136	7.4	TBC	TBC
2.0 45 TFSI quattro	227	144	6.3	TBC	TBC
2.0 35 TDI	148	128	9.2	TBC	TBC
2.0 35 TDI quattro	148	131	9.3	TBC	TBC
2.0 40 TDI quattro	188	137	8.0	TBC	TBC

Q5 5dr SUV **£41,200–£51,955** ★★★★☆
Appealing combination of Audi allure, affordable SUV practicality and attractiveness. **LxWxH** 4663x1893x1659 **Kerb weight** 1720kg

2.0 45 TFSI quattro	242	147	6.4	TBC	TBC
2.0 40 TDI quattro	187	136	8.1	TBC	TBC

Q7 5dr SUV **£53,250–£80,095** ★★★★☆
Unengaging to drive and light on feel, but the cabin is both huge and classy. **LxWxH** 5052x1968x1740 **Kerb weight** 2060kg

3.0 V6 45 TDI quattro	228	142	7.3	TBC	TBC
3.0 V6 50 TDI quattro	282	152	6.3	TBC	TBC

Q8 5dr SUV **£65,970–£83,790** ★★★★☆
Striking and effective coupé-SUV range-topper leaves us wanting more. **LxWxH** 4986x1995x1705 **Kerb weight** 2145kg

3.0 V6 55 TFSI quattro	335	155	5.9	31.0-31.7	TBC
3.0 V6 45 TDI quattro	228	144	7.1	42.2-44.1	TBC
3.0 V6 50 TDI quattro	282	152	6.3	TBC	TBC

TT 2dr coupé **£32,105–£46,765** ★★★★☆
Still serves up plenty of pace, style and usability for the money. It's better to drive, too. **LxWxH** 4191x1966x1376 **Kerb weight** 1365kg

2.0 40 TFSI	194	155	6.6	TBC	TBC
2.0 45 TFSI	242	155	5.8-5.9	TBC	TBC
2.0 45 TFSI quattro	242	155	5.2	TBC	TBC
2.0 TTS	302	155	4.5	TBC	TBC

TT Roadster 2dr open **£33,855–£48,515** ★★★★☆
Plenty of pace and driver reward, along with prestige and design-icon style. **LxWxH** 4191x1966x1355 **Kerb weight** 1455kg

2.0 40 TFSI	194	155	6.9	TBC	TBC
2.0 45 TFSI	242	155	6.0-6.1	TBC	TBC
2.0 45 TFSI quattro	242	155	5.5	TBC	TBC
2.0 TTS	302	155	4.8	TBC	TBC

R8 2dr coupé **£112,520–£141,200** ★★★★☆
Usable but no less involving or dramatic for it. V10 is deliciously brutal. **LxWxH** 4426x1940x1240 **Kerb weight** 1590kg

5.2 V10 FSI RWS	532	198	3.7	TBC	TBC
5.2 V10 FSI quattro	532	198	3.5	TBC	TBC
5.2 V10 FSI Plus quattro	601	205	3.2	TBC	TBC

R8 Spyder 2dr open **£121,210–£149,890** ★★★★☆
Taking the roof off the R8 enhances the drama tenfold. **LxWxH** 4426x1940x1245 **Kerb weight** 1680kg

5.2 V10 FSI RWS	532	197	3.8	TBC	TBC
5.2 V10 FSI quattro	532	197	3.6	TBC	TBC
5.2 V10 FSI Plus quattro	601	204	3.3	TBC	TBC

BAC

Mono 0dr open **£165,125** ★★★★½
An F-22 Raptor for the road, only significantly better built. **LxWxH** 3952x1836x1110 **Kerb weight** 580kg

2.5 VVT	305	170	2.8	TBC	TBC

BENTLEY

Continental GT 2dr coupé **£156,700** ★★★★☆
Refined and improved in every area, making the Conti a superb grand tourer. **LxWxH** 4850x1966x1405 **Kerb weight** 2244kg

6.0 W12	626	207	3.6	24.1	308

Continental GT Convertible 2dr open **£175,890** ★★★★½
Immensely capable and refined open-top cruiser with effortless performance. **LxWxH** 4850x2187x1399 **Kerb weight** 2414kg

6.0 W12	626	207	3.7	20.2	317

Mulsanne 4dr saloon **£229,360–£275,000** ★★★★☆
If the Rolls Phantom is best from the back seat, the Mulsanne is best in the front. **LxWxH** 5575x1926x1521 **Kerb weight** 2685kg

6.75 V8	505	184	5.1-5.3	TBC	TBC
6.75 V8 Speed	530	190	4.8	TBC	TBC

Bentayga 5dr SUV **£135,800–£232,000** ★★★★½
Crewe's first attempt at a luxury SUV is a solid effort. The Diesel is wondrous. **LxWxH** 5140x1998x1742 **Kerb weight** 2505kg

4.0 V8	542	171	4.4	21.7	296
6.0 W12	600	187	4.0	TBC	TBC

BMW

1 Series 3dr/5dr hatch **£23,050–£37,785** ★★★½☆
Strong on performance and economy and as good as it could be. **LxWxH** 4329x1765x1421 **Kerb weight** 1375kg

118i	134	130	8.5-8.7	35.8-38.2	TBC
120i	181	139-142	7.1	35.8-36.7	TBC
125i	220	151	6.1	35.8-36.2	TBC
M140i	335	155	4.6-4.8	32.1-32.5	TBC
116d	114	124	10.5	49.6-53.3	TBC
118d	148	131	8.2-8.4	47.9-52.3	TBC
120d	187	141	7.1-7.2	47.9-49.6	TBC
120d xDrive	187	138	6.9	43.5-45.6	TBC
125d	220	149	6.4	46.3-47.9	TBC

2 Series 2dr coupé **£25,640–£53,100** ★★★★½
A proper compact coupé now. Could be better equipped, however. **LxWxH** 4432x1774x1418 **Kerb weight** 1420kg

218i	134	130	8.8-8.9	35.8-38.2	TBC
220i	181	143	7.2	36.2-38.2	TBC
230i	248	155	5.6	35.8-36.7	TBC
M240i	335	155	4.6-4.8	32.5	TBC
M2 Competition	404	155	4.2-4.4	28.2-29.1	TBC
218d	148	132	8.3-8.5	47.9-52.3	TBC
220d	187	143	7.1-7.2	47.1-50.4	TBC
220d xDrive	187	140	7.0	43.5-46.3	TBC
225d	220	151	6.3	46.3-47.9	TBC

2 Series Convertible 2dr open **£28,840–£42,940** ★★★½☆
Better than its 1 Series forebear but lacks truly distinguishing premium qualities. **LxWxH** 4432x1774x1413 **Kerb weight** 1440kg

218i	134	130	9.4-9.6	33.6-36.2	TBC
220i	181	143	7.7	34.4-35.8	TBC
230i	248	155	5.9	34.0-34.9	TBC
M240i	335	155	4.7-4.9	31.4	TBC
218d	148	132	8.8-9.0	45.6-47.9	TBC
220d	187	143	7.5-7.6	45.6-48.7	TBC
225d	220	151	6.5	44.1-44.8	TBC

2 Series Active Tourer 5dr hatch **£25,480–£37,445** ★★★★☆
BMW's FWD hatch is a proper contender but not as practical as some of its rivals. **LxWxH** 4342x1800x1555 **Kerb weight** 1360kg

218i	134	127	9.3	39.8-44.1	TBC
220i	181	142	7.4	37.2-38.7	TBC
225xe	248	125	6.7	88.3-100.9	TBC
216d	335	121	11.1	55.4-58.9	TBC
218d	148	129	9.0-9.1	49.6-55.4	TBC
220d	187	141	7.6	50.4-53.3	TBC
220d xDrive	187	138	7.5	47.9-51.4	TBC

2 Series Gran Tourer 5dr MPV **£27,345–£37,305** ★★★★½
Brings a proper premium MPV to the table. Third row seats aren't adult-sized, though. **LxWxH** 4556x1800x1608 **Kerb weight** 1475kg

218i	134	127	9.5-9.8	38.2-40.9	TBC
220i	181	137	7.8	35.3-36.2	TBC
216d	335	119	11.8	53.3-55.4	TBC
218d	148	127	9.6	47.9-51.4	TBC
220d	187	138	8.2	47.9-49.6	TBC
220d xDrive	187	135	8.0	45.6-47.1	TBC

3 Series 4dr saloon **£37,660–£39,700** ★★★★½
Latest 3 Series has a growth spurt, but size is no obstacle for an engaging drive. **LxWxH** 4709x1827x1442 **Kerb weight** 1450kg

330i	254	155	5.8	38.2-41.5	TBC
320d	187	146	6.8-7.1	49.6-56.5	TBC
320d xDrive	187	144	6.9	47.1-49.6	TBC

3 Series Touring 5dr estate **£29,340–£47,825** ★★★★½
There are newer, more practical estates, but dynamism makes the Touring sparkle. **LxWxH** 4633x1811x1429 **Kerb weight** 1470kg

318i	134	130	9.2-9.3	33.2-36.7	TBC
320i	181	146	7.5	34.0-35.8	TBC
320i xDrive	181	144	7.7-7.9	32.5-34.9	TBC
330i	248	155	5.9-6.0	33.6-34.9	TBC
340i	321	155	5.1	30.1-31.0	TBC
316d	114	127	11.3-11.4	44.1-47.9	TBC
318d	148	133	8.9-9.0	44.1-47.1	TBC
320d	187	146	7.5-7.7	44.1-53.3	TBC
320d xDrive	187	144	7.7	41.5-46.3	TBC
330d	254	155	5.6	39.8-40.9	TBC
330d xDrive	254	155	5.4	37.7-38.2	TBC
335d xDrive	308	155	4.9	38.2-39.2	TBC

3 Series Gran Turismo 5dr hatch **£34,510–£47,165** ★★★★☆
Hatchback practicality meets 3 Series dynamic talent. Dull but decent. **LxWxH** 4824x1828x1508 **Kerb weight** 1580kg

320i	181	146	8.0-8.1	34.0-36.7	TBC
320i xDrive	181	144	8.1-8.4	32.5-34.9	TBC
330i	248	155	6.1	32.8-34.4	TBC
340i	321	155	5.1	30.1-31.0	TBC
320d	187	146	7.8-7.9	44.8-47.9	TBC
320d xDrive	187	144	7.8	42.2-44.1	TBC
330d	254	155	5.7	39.8-40.9	TBC
330d xDrive	254	155	5.4	37.7-38.7	TBC
335d xDrive	308	155	4.9	38.7-39.2	TBC

4 Series 2dr coupé **£34,990–£68,545** ★★★★☆
A talented GT and a brilliant B-road steer that is very well-equipped. **LxWxH** 4640x1825x1377 **Kerb weight** 1475kg

420i	181	146	7.3-7.5	35.3-37.7	TBC
420i xDrive	181	144	7.6-7.8	33.6-36.2	TBC
430i	248	155	5.8-5.9	34.9-37.2	TBC
440i	321	155	5.0-5.2	31.0-33.6	TBC
M4	425	155	4.1-4.3	27.7-28.5	TBC
M4 Competition pack	444	155	4.0-4.2	24.7-28.5	TBC
420d	187	146	7.2-7.4	46.3-50.4	TBC
420d xDrive	187	144	7.3	43.5-45.6	TBC
430d	254	155	5.5	40.9-42.2	TBC
430d xDrive	254	155	5.2	38.7-39.2	TBC
435d xDrive	308	155	4.7	39.2-40.4	TBC

4 Series Convertible 2dr open **£41,370–£68,545** ★★★★☆
A talented gran tourer with the ability to remove the roof. What's not to like? **LxWxH** 4640x1825x1384 **Kerb weight** 1700kg

420i	181	146	8.2-8.4	34.0-35.8	TBC
430i	248	155	6.3-6.4	32.8-35.3	TBC
440i	321	155	5.4	29.7-30.4	TBC
M4	425	155	4.4-4.6	27.2-28.0	TBC
M4 Competition pack	444	155	4.3-4.5	26.9-28.0	TBC
420d	187	146	8.1-8.2	44.1-46.3	TBC
430d	254	155	5.9	39.2-39.8	TBC
435d xDrive	308	155	5.2	37.7-38.2	TBC

4 Series Gran Coupé 4dr coupé **£34,940–£49,895** ★★★★☆
Essentially a prettier 3 Series. Good, but not better than the regular saloon. **LxWxH** 4640x1825x1404 **Kerb weight** 1520kg

420i	181	146	7.5-7.7	34.9-37.1	TBC
420i xDrive	181	144	7.8-8.1	33.2-25.8	TBC
430i	248	155	5.9	34.4-37.2	TBC
440i	321	155	5.1	30.7-31.7	TBC
420d	187	146	7.4-7.6	46.3-51.4	TBC
420d xDrive	187	144	7.5	43.5-46.3	TBC
430d	254	155	5.6	40.9-41.5	TBC
430d xDrive	254	155	5.3	38.2-39.2	TBC
435d xDrive	308	155	4.8	39.2-39.8	TBC

5 Series 4dr saloon **£36,275–£97,925** ★★★★½
The perfect compromise between the comfy E-Class and dynamic XF, and then some. **LxWxH** 4936x2126x1479 **Kerb weight** 1530kg

520i	181	146	7.8	38.2-40.4	TBC
530i	248	155	6.2	35.8-38.2	TBC
540i xDrive	335	155	4.8	29.4-31.4	TBC
M5	592	155	3.4	23.5-24.1	TBC
M5 Competition	616	155	3.3	23.5-24.1	TBC
530e	248	146	6.2	117.7-128.4	TBC
518d	148	132	8.8	47.1-52.3	TBC
520d	187	147	7.5	44.1-52.3	TBC
520d xDrive	187	144	7.6	43.5-48.7	TBC
530d	261	155	5.7	43.5-45.6	TBC
530d xDrive	261	155	5.4	39.2-41.5	TBC

5 Series Touring 5dr estate **£39,765–£55,755** ★★★★½
The excellent 5 Series made in more practical form. The 520d is still the best. **LxWxH** 4942x2126x1498 **Kerb weight** 1630kg

520i	181	139	8.2	34.9-38.2	TBC
530i	248	155	6.5	34.0-36.7	TBC
540i xDrive	335	155	5.1	28.2-30.4	TBC
520d	187	147	7.8	44.1-47.9	TBC
520d xDrive	187	144	7.9	42.2-46.3	TBC
530d	261	155	5.8	40.9-43.5	TBC
530d xDrive	261	155	5.6	37.7-41.5	TBC

6 Series Gran Turismo 5dr hatch **£47,930–£58,865** ★★★½☆
A large improvement on the 5GT and dynamically sound. Still an oddball, though. **LxWxH** 5007x1894x1392 **Kerb weight** 1720kg

630i	254	155	6.3	32.1-34.9	TBC
640i xDrive	335	155	5.3	26.9-29.1	TBC
620d	198	137	7.9	42.8-46.3	TBC
620d xDrive	198	135	8.0	40.4-44.8	TBC
630d	261	155	6.1	40.4-43.5	TBC
630d xDrive	261	155	6.0	37.2-40.9	TBC

7 Series 4dr saloon **£64,260–£85,605** ★★★★☆
Rules on in-car entertainment and diesel sophistication; otherwise too bland. **LxWxH** 5098x1902x1478 **Kerb weight** 1755kg

725d	227	152	6.9	42.8-46.3	TBC
730d	261	155	6.1	41.5-43.5	TBC
730d xDrive	261	155	5.8	39.2-40.9	TBC
740d xDrive	315	155	5.2	37.7-39.8	TBC
740e	254	155	5.4	94.2-104.6	TBC
740Le xDrive	254	155	5.3	80.7-88.3	TBC

8 Series 2dr coupé **£76,270–£99,525** ★★★★☆
Has dynamism to spare, but not quite the breadth of ability of the best sporting GTs. **LxWxH** 4843x1902x1341 **Kerb weight** 1830kg

840d xDrive	316	155	4.9	39.2-40.4	TBC
M850i xDrive	523	155	3.7	26.2-26.9	TBC

X1 5dr SUV **£28,210–£36,970** ★★★★☆
Pick of the premium bunch but a tad unrefined and has ordinary handling. **LxWxH** 4439x1821x1598 **Kerb weight** 1395kg

sDrive18i	138	127	9.7	39.2-40.9	TBC
sDrive20i	189	138	7.4	36.7-38.2	TBC
sDrive18d	148	126	9.3-9.4	47.9-49.6	TBC
xDrive18d	148	126	9.3-9.4	46.3-47.9	TBC
xDrive20d	187	136	7.8	45.6-47.9	TBC

X2 5dr SUV **£27,950–£42,785** ★★★★☆
Proves crossovers aren't always worse than the hatchbacks on which they're based. **LxWxH** 4360x1824x1526 **Kerb weight** 1460kg

sDrive18i	138	127	9.6	39.8-43.5	TBC
sDrive20i	188	141	7.7	37.2-39.8	TBC
M35i	302	155	4.9	33.6-34.0	TBC
sDrive18d	148	129	9.3-9.8	47.9-52.3	TBC
xDrive18d	148	128	9.2	46.3-49.6	TBC
xDrive20d	185	137	7.7	45.6-50.4	TBC

X3 5dr SUV **£39,870–£77,070** ★★★★☆
Continues where the last one left off. Dynamically good and more luxurious inside. **LxWxH** 4708x1891x1676 **Kerb weight** 1750kg

xDrive20i	181	134	8.3	29.4-31.4	TBC
M40i	355	155	4.8	25.7-26.6	TBC
X3M	473	155	4.2	26.9	239
X3M Competition	503	155	4.1	26.9	239
xDrive20d	187	132	8.0	39.2-41.5	TBC
xDrive30d	261	149	5.8	36.7-38.7	TBC
M40d	321	155	4.9	35.3-36.7	TBC

X4 5dr SUV **£43,740–£79,990** ★★★½☆
Downsized X6 is respectable enough if not loveable, but the X3 is a better option. **LxWxH** 4671x1881x1624 **Kerb weight** 1735kg

M40i	336	155	4.9	25.9-26.9	TBC
X4M	473	155	4.2	26.7	239
X4M Competiton	503	155	4.1	26.7	239
xDrive20d	187	131	8.0	39.2-41.5	TBC
xDrive30d	254	145	5.8	36.7-40.9	TBC
M40d	322	155	4.9	35.3-27.2	TBC

X5 5dr SUV **£57,495–£71,475** ★★★★☆
More capable, convenient, refined and classy SUV that's a more satisfying drive. **LxWxH** 4922x2004x1745 **Kerb weight** 2110kg

xDrive40i	335	155	5.5	25.0-27.2	TBC
xDrive30d	261	130	6.8	34.0-37.7	TBC
M50d	395	155	5.3	32.5-33.6	TBC

X6 5dr SUV **£62,235–£74,045** ★★★½☆
The world's first off-road coupé, but appearances make it difficult to love. **LxWxH** 4909x1989x1702 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
xDrive30d	254	143	6.7	32.5-33.6	TBC
xDrive40d	308	146	5.8	32.5-33.2	TBC
M50d	375	155	5.2	29.4-30.1	TBC

i3 5dr hatch £35,180–£37,670 ★★★★½
Our favourite high-end small car happens to be an EV, and it could change motoring. **LxWxH** 3999x1775x1578 **Kerb weight** 1245kg

120Ah	167	93	7.3	TBC	0
120Ah S	180	99	6.9	TBC	0

i8 2dr coupé/roadster £114,935–£126,935 ★★★★☆
If BMW's plug-in hybrid is what the future of the sports car looks like, we welcome it. **LxWxH** 4689x1942x1293 **Kerb weight** 1485kg

1.5 eDrive	374	155	4.4-4.6	128.4	TBC

CADILLAC

CTS-V 4dr saloon £85,428 ★★★★☆
Eat your heart out, Germany - but lacks handling finesse of its European rivals. **LxWxH** 5050x1863x1447 **Kerb weight** 1850kg

6.2 V8 RWD	640	199	3.7	TBC	TBC

Escalade 5dr SUV £93,260 ★★☆☆☆
Cadillac's luxury SUV remains too large and ungainly for the UK. **LxWxH** 5179x2061x1896 **Kerb weight** 2635kg

6.2 V8 AWD	420	112	6.7-6.9	TBC	TBC

CATERHAM

Seven 2dr open £26,490–£53,885 ★★★★½
The 360 is the sweet spot in the revised range, giving the Seven just the right hit of performance. **LxWxH** TBC **Kerb weight** 490kg

1.6 Sigma Ti-VCT 270	135	122	5.0	TBC	TBC
1.6 Sigma Ti-VCT 310	152	127	4.9	TBC	TBC
2.0 Duratec 360	180	130	4.8	TBC	TBC
2.0 Duratec 420	210	136	3.8	TBC	TBC
2.0 Supercharged 620S	310	145	3.4	TBC	TBC
2.0 Supercharged 620R	310	155	2.79	TBC	TBC

CHEVROLET

Camaro 2dr coupé/convertible £35,770–£47,850 ★★★½☆
An affordable American muscle car, but LHD only and less usable and unrefined. **LxWxH** 4784x1897 **Kerb weight** 1539kg

2.0 Turbo	268	149	5.9-6.1	TBC	TBC
6.2 V8	446	155-180	4.4-4.8	TBC	TBC

Corvette 2dr coupé/open £72,945–£100,305 ★★★½
LHD only and less usable and less able than rivals, but disarming and inimitable. **LxWxH** 4492x1872x1239 **Kerb weight** 1539kg

6.2 V8	459	180	4.1-4.2	TBC	TBC
6.2 V8 Z06	650	196	3.7-3.8	TBC	TBC

CITROEN

C-Zero 5dr hatchback £20,520 ★★★☆☆
Well-engineered electric city car, but too expensive and lacks the range of rivals. **LxWxH** 3475x1475x1600 **Kerb weight** 1120kg

Electric	64	80	15.9	TBC	0

C1 3dr hatch/5dr hatch £9635–£14,105 ★★★½☆
Slightly cheaper than its Toyota sibling but less visually charming. **LxWxH** 3455x1615x1460 **Kerb weight** 855kg

1.0 VTi 72	71	99	12.6	TBC	TBC

C3 5dr hatchback £12,145–£18,835 ★★★½☆
Funky, fresh look gives a lease of life, shame that underneath isn't the same. **LxWxH** 3996x1749x1474 **Kerb weight** 976kg

1.2 PureTech 68	66	107	14.0	TBC	TBC
1.2 PureTech 82	79	107	12.8	TBC	TBC
1.2 PureTech 110	107	117	9.3	TBC	TBC
1.6 BlueHDi 100	96	115	10.6	TBC	TBC

C3 Aircross 5dr hatchback £15,545–£21,240 ★★★½☆
Funky-looking C3 gets a jacked-up, rugged SUV look. **LxWxH** 4155x1765x1637 **Kerb weight** 1088kg

1.2 PureTech 82	79	103	15.9	TBC	TBC
1.2 PureTech 110	107	115	11.3	TBC	TBC
1.2 PureTech 130	127	124	10.4	TBC	TBC
1.6 BlueHDi 100	96	109	12.8	TBC	TBC

C4 Cactus 5dr hatchback £18,815–£23,330 ★★★½☆
Interesting and novel to look at but flawed to drive. **LxWxH** 4157x1729x1480 **Kerb weight** 965kg

1.2 PureTech 110	107	117	9.3-9.7	TBC	TBC
1.2 PureTech 130	128	120	8.2	TBC	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 BlueHDi 100	96	114	10.6-11.2	TBC	TBC
1.6 BlueHDi 120	118	125	8.7	TBC	TBC

C4 Spacetourer 5dr MPV £22,775–£31,265 ★★★★☆
Plushness and an improved dynamic make for a better car. **LxWxH** 4438x1826x1610 **Kerb weight** 1280kg

1.2 PureTech 130	126	125-128	10.1	TBC	TBC
1.6 BlueHDi 130	126	130	10.4	TBC	TBC
1.6 BlueHDi 160	158	131	8.9	TBC	TBC

Grand C4 Spacetourer 5dr MPV £24,475–£32,965 ★★★★☆
Alternative MPV offers something fresh, comfy, spacious and quietly upmarket. **LxWxH** 4602x1826x1638 **Kerb weight** 1297kg

1.2 PureTech 130	126	125-128	10.8	TBC	TBC
1.6 BlueHDi 130	126	130	11.3	TBC	TBC
1.6 BlueHDi 160	158	130	9.2	TBC	TBC

C5 Aircross 5dr SUV £23,225–£32,725 ★★★½☆
Smooth-riding SUV has an easy-going nature, but not the most dynamic. **LxWxH** 4500x1859x1670 **Kerb weight** 1530kg

1.2 PureTech 130	129	117	10.5	TBC	TBC
1.6 PureTech 180	178	134	8.2	TBC	TBC
1.5 BlueHDi 130	129	117	10.4	TBC	TBC
1.5 BlueHDi 180	174	131	8.6	TBC	TBC

CUPRA

Ateca 5dr hatch £35,900-41,175 ★★★½☆
First model from Seat's stand-alone performance brand has decent pace and precision. **LxWxH** 4376x1841x1615 **Kerb weight** 1615kg

2.0 TSI 300	296	153	5.2	TBC	TBC

DACIA

Sandero 5dr hatch £6995–£9595 ★★★☆☆
A clever budget prospect but its limitations are unavoidable, even after a smart facelift. **LxWxH** 4069x1733x1519 **Kerb weight** 969kg

1.0 SCe 75	71	98	14.2	54.3	117
0.9 TCe 90	87	109	11.1	57.6	109

Sandero Stepway 5dr hatch £9595–£10,595 ★★★½☆
A more expensive and slightly more rugged cheap car - but still limited. **LxWxH** 4089x1761x1555 **Kerb weight** 1040kg

0.9 TCe 90	87	104	11.1	55.4	115

Logan MCV 5dr estate £8495–£11,095 ★★★☆☆
Lacks its stablemates' charms but retains their cheapness. **LxWxH** 4501x1733x1552 **Kerb weight** 980kg

1.0 SCe 75	71	98	14.7	52.3	120
0.9 TCe 90	87	109	11.1	57.7	109

Logan MCV Stepway 5dr estate £12,095 ★★★☆☆
Given a rugged makeover but still lacks charm. Extremely practical, though. **LxWxH** 4528x1761x1559 **Kerb weight** 1090kg

0.9 TCe 90	87	106	12.4	55.4	115

Duster 5dr SUV £9995–£18,695 ★★★½☆
A value champion. If cheap family transport is what you require, the Duster delivers. **LxWxH** 4315x2000x1625 **Kerb weight** 1147kg

1.6 SCe 115	111	104-105	11.0-12.0	41.5-44.1	145-155
1.5 dCi 115	111	104-105	11.8-12.4	60.1-64.2	115-123

DS

3 3dr hatch/2dr open £19,480–£23,480 ★★★★☆
Premium-brand philosophy and aesthetics appeal, but the 3 lacks dynamic refinement. **LxWxH** 3948x1715x1483 **Kerb weight** 1090kg

1.2 PureTech 110	107	117-118	9.6-10.2	39.1-44.8	TBC

7 Crossback 5dr SUV £27,435–£44,120 ★★★½☆
DS's first premium SUV certainly has the right price tag, equipment and appeal. **LxWxH** 4570x1895x1620 **Kerb weight** 1420kg

1.2 PureTech 130	129	122	10.2	42.2-48.0	TBC
1.6 PureTech 180	178	137	8.9	35.2-38.5	TBC
1.6 PureTech 225 EAT8	218	141	8.3	33.6-36.5	TBC
1.5 BlueHDi 130	TBC	121	11.7	49.3-55.3	TBC
2.0 BlueHDi 180 EAT8	171	134	9.9	42.7	TBC

FERRARI

Portofino 2dr open £166,551 ★★★★☆
The entry-level Ferrari has the power, the looks and the touring ability. **LxWxH** 4586x1938x1318 **Kerb weight** 1664kg

3.9T V8	591	199	3.5	14.7-28.0	230-436

488 2dr coupé/open £197,418–£278,850 ★★★★★
Calm ride mixed with explosive performance. **LxWxH** 4568x1952x1213 **Kerb weight** 1475kg

3.9T V8 GTB	650	203-205	3.0	13.5-25.9	247-478
3.9T V8 Pista	710	212	2.85	15-26.2	245-430
3.9T V8 Pista Spider	710	211	2.85	15-26.2	245-430

GTC4 Lusso 2dr coupé £200,890–£243,126 ★★★★½
Another four-wheel-drive grand tourer Ferrari that is more usable than the FF. **LxWxH** 4922x1980x1383 **Kerb weight** 1865kg

3.9T V8	592	198	3.5	13.5-25.2	253-477
6.3 V12	670	208	3.4	9.9-21.0	308-648

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

812 Superfast 2dr open £263,033 ★★★★★
More powerful than the F12, but with better road manners making it the star of the range. **LxWxH** 4657x1971x1276 **Kerb weight** 1630kg

6.5 V12	777	211	2.9	11.2-20.0	320-572

FIAT

500 3dr hatch/2dr open £12,010–£18,100 ★★★½☆
Super desirable, super-cute city car. Pleasant, if not involving to drive. **LxWxH** 3571x1627x1488 **Kerb weight** 865kg

1.2 69hp	68	99	12.9	44.1	TBC
0.9 Twinair 85	83	107	11.0	49.6	TBC

500L 5dr MPV £17,610–£18,895 ★★★☆☆
A costly option but has some style to fill out some of its missing substance. **LxWxH** TBC **Kerb weight** TBC

1.4 95hp	93	103-111	12.8-13.2	34.0-34.9	TBC

500X 5dr hatch £17,295–£22,695 ★★★½☆
Familiar styling works rather well as a crossover. Drives okay, too. **LxWxH** 4248x1796x1600 **Kerb weight** TBC

1.6 E-Torq 110	108	112	11.5	36.7	TBC
1.0 Firefly Turbo 120hp	118	117	10.9	41.5	TBC
1.3 Firefly Turbo 150hp	148	124	9.1	40.9	TBC

Panda 5dr hatch £9965–£16,465 ★★★½☆
Hasn't kept pace with its rivals, but sells robust, practical charm better than most. **LxWxH** 3653x1643x1551 **Kerb weight** 940kg

1.2 69hp	68	96-102	14.2-14.5	44.8	TBC
0.9 Twinair 85	83	103-110	11.2-12.1	37.2	TBC

Tipo 5dr hatch £14,550–£18,860 ★★★½☆
A 90s reboot that has been on a diet. Decent to drive and ample interior space. **LxWxH** 4368x1792x1495 **Kerb weight** 1195kg

1.4 95	93	115	12.1	36.2-36.7	TBC
1.4 T-Jet 120	118	124	9.6	36.7	TBC
1.6 Multijet II 120	118	124	9.8-10.2	48.7-51.4	TBC

Tipo Station Wagon 5dr estate £15,550–£19,860 ★★★½☆
Estate version is more practical, which mixes well with its driving characteristics. **LxWxH** 4571x1792x1514 **Kerb weight** 1205kg

1.4 95	93	115	12.3	36.2	TBC
1.4 T-Jet 120	118	124	9.8	34.4-36.7	TBC
1.6 Multijet II 120	118	124	10.1-10.4	48.7-50.4	TBC

FORD

Ka+ 5dr hatch £11,295–£15,045 ★★★½☆
The Ka gets two extra doors, and it's a breath of fresh air for the range. **LxWxH** 3929x1910x1524 **Kerb weight** 1055kg

1.2 Ti-VCT 70	69	99	15.3	48.7	TBC
1.2 Ti-VCT 85	83	105	13.3	43.5-47.9	TBC
1.5 TDCi 95	93	111	11.4	56.5-60.1	TBC

Fiesta 3dr/5dr hatch £13,965–£22,895 ★★★★½
Dynamically superb and continues the Fiesta legacy. No longer the class leader, though. **LxWxH** 4040x1735x1476 **Kerb weight** 1113kg

1.1 Ti-VCT 70	69	99	14.9	44.8-48.7	TBC
1.1 Ti-VCT 85	83	105	14.0	44.8-48.7	TBC
1.0T Ecoboost 85	84	106	12.7	46.3	TBC
1.0T Ecoboost 100	98	111-113	10.5-12.2	40.4-50.4	TBC
1.0T Ecoboost 125	123	121	9.9	46.3-49.6	TBC
1.0T Ecoboost 140	138	125	9.0	46.3-48.7	TBC
1.5T Ecoboost 200 ST	197	144	6.5	40.4	TBC
1.5 TDCi Duratorq 85	83	108	12.5	55.4-60.1	TBC
1.5 TDCi Duratorq 120	118	121	9.0	54.3-57.6	TBC

Focus 5dr hatch £18,300–£29,650 ★★★★½
Better to drive and look at than before, and impressively good value. **LxWxH** 4378x1825x1471 **Kerb weight** 1369kg

1.0T Ecoboost 85	84	110	13.5	44.1-49.6	TBC
1.0T Ecoboost 100	99	116	12.1	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-124	10-11.7	37.7-49.6	TBC
1.5T Ecoboost 150	148	127-130	8.8-9.7	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.3-8.4	38.7-44.1	TBC
1.5 EcoBlue 95	94	114	11.4	56.5-64.2	TBC
1.5 EcoBlue 120	118	117-122	10.0-10.8	49.6-62.8	TBC
2.0 EcoBlue 150	148	127-130	8.5-9.3	44.1-57.6	TBC

Focus Estate 5dr estate £19,400–£30,750 ★★★½☆
Almost as good to drive as the hatch, but a Skoda Octavia will carry more. **LxWxH** 4669x1825x1481 **Kerb weight** 1485kg

1.0T Ecoboost 85	84	109	13.9	44.1-49.6	TBC
1.0T Ecoboost 100	99	115	12.7	44.1-50.4	TBC
1.0T Ecoboost 125	123	119-120	11.2-12.2	37.7-49.6	TBC
1.5T Ecoboost 150	148	129-130	8.9-9.2	38.2-46.3	TBC
1.5T Ecoboost 182	180	137-138	8.8	38.7-44.1	TBC
1.5 EcoBlue 95	94	112	11.8	56.5-64.2	TBC
1.5 EcoBlue 120	118	116-120	10.3-11.1	49.6-62.8	TBC
1.5 EcoBlue 150	148	126-129	8.7-9.5	44.1-57.6	TBC

Mondeo 5dr hatch £21,995–£33,130 ★★★★☆
Does what great Fords do, by over-delivering on practicality, handling and value. **LxWxH** 4871x 1852x1482 **Kerb weight** 1455kg

1.5 SCTi Ecoboost 165	162	133-138	9.1-9.2	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	131-133	10.7-10.9	36.7-61.4	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)

2.0 TDCi Duratorq 190	187	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 190 AWD	187	137	10.0	34.9-52.3	TBC

Mondeo Estate 5dr estate £23,795–£34,630 ★★★★☆
A vast and enjoyable estate that majors on everything a great Ford should. **LxWxH** 4867x 1852x1501 **Kerb weight** 1476kg

1.5 SCTi Ecoboost 165	162	135	9.2-9.3	22.8-41.5	TBC
2.0 TIVCT hybrid 187	184	116	9.2	40.9-52.3	TBC
2.0 TDCi Duratorq 150	148	128-130	10.8-11.1	36.7-61.4	TBC
2.0 TDCi Duratorq 190	187	138	9.9	36.7-56.5	TBC
2.0 TDCi D'torq 190 AWD	187	137	10.0	34.9-52.3	TBC

Mustang 2dr coupé/open £37,645–£48,145 ★★★★☆
American muscle built for the UK. What's not to like? **LxWxH** 4784x1916x1381 **Kerb weight** 1653kg

2.3 Ecoboost	286	145	5.8	30.1-32.5	TBC
5.0 V8	444	155	4.8	23.2-25.7	TBC
5.0 V8 Bullitt	453	163	4.6	23.9	TBC

C-Max 5dr MPV £22,295–£28,795 ★★★½☆
A fun-to-drive and easy-to-live-with five-seat MPV. **LxWxH** 4379x1828x1610 **Kerb weight** 1391kg

1.0T Ecoboost 100	98	108	12.6	37.2-42.2	TBC
1.0T Ecoboost 125	123	116	11.4	37.2-42.2	TBC
1.5T Ecoboost 150	148	134	10.2	30.4-33.6	TBC
1.5 TDCi Duratorq 120	118	113-114	11.3-12.4	41.5-48.7	TBC

Grand C-Max 5dr MPV £23,895–£30,445 ★★★★☆
Mid-sized Ford handles well and can be had in five- or seven-seat form. Good value, too. **LxWxH** 4379x1828x1610 **Kerb weight** 1493kg

1.0T Ecoboost 100	98	107	13.6	37.2-39.8	TBC
1.0T Ecoboost 125	123	115	12.2	37.2-39.8	TBC
1.5T Ecoboost 150	148	123	10.2	30.4-32.1	TBC
1.5 TDCi Duratorq 120	118	111-112	12.3-13.4	41.5-45.6	TBC

S-Max 5dr MPV £28,395–£40,695 ★★★★☆
Better to drive and better looking than most but not quite the class leader it was. **LxWxH** 4976x1916x1655 **Kerb weight** 1645kg

1.5T Ecoboost 165	163	124	9.9	26.6-38.7	TBC
2.0 TDCi EcoBlue 120	118	114	13.4	39.8-53.3	TBC
2.0 TDCi EcoBlue 150	148	123	10.3	34.0-53.3	TBC
2.0 TDCi EcoBlue 150 AWD	148	122	10.6	35.8-50.4	TBC
2.0 TDCi EcoBlue 190	188	129	9.5	35.8-48.7	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	9.8	31.7-46.3	TBC
2.0 TDCi EcoBlue 240	236	140	8.1	32.5-48.7	TBC

Galaxy 5dr MPV £29,945–£41,045 ★★★½☆
Huge seven-seat MPV. Easy to place on the road but not cheap to buy. **LxWxH** 4848x1916x1747 **Kerb weight** 1708kg

1.5T Ecoboost 165	163	124	10.0	26.6-38.2	TBC
2.0 TDCi EcoBlue 120	118	114	13.6	39.2-52.3	TBC
2.0 TDCi EcoBlue 150	148	122-123	10.9	33.6-52.3	TBC
2.0 TDCi EcoBlue 150 AWD	148	122	12.2	35.3-48.7	TBC
2.0 TDCi EcoBlue 190	188	129-131	9.6-9.8	35.8-52.3	TBC
2.0 TDCi EcoBlue 190 AWD	188	128	10.6	31.7-44.8	TBC
2.0 TDCi EcoBlue 240	238	135	8.9	32.5-48.7	TBC

EcoSport 5dr SUV £17,845–£24,250 ★★★☆☆
Facelifted version of the pumped-up Fiesta is okay, but developing-world roots show. **LxWxH** 4096x1765x1653 **Kerb weight** 1280kg

1.0T Ecoboost 100	98	105	11.9	39.8-44.1	TBC
1.0T Ecoboost 125	123	111	11.0-11.6	34.4-44.1	TBC
1.0T Ecoboost 140	138	115	10.2	39.8-43.5	TBC
1.5 TDCi EcoBlue 100	99	105	13.6	48.7-56.5	TBC
1.5 TDCi EcoBlue 125	123	112-113	10.7-11.3	42.2-53.3	TBC

Kuga 5dr SUV £23,060–£37,285 ★★★★½
Bigger and sharper-looking than before but still retains its taut, responsive handling. **LxWxH** 4524x1838x1689 **Kerb weight** 1560kg

1.5 Ecoboost 120	118	112	12.5	34.9-35.3	TBC
1.5 Ecoboost 150	148	121	9.7	28.2-35.3	TBC
1.5 Ecoboost 176 AWD	174	124	10.1	28.5-29.1	TBC
1.5 TDCi 120	118	106-108	12.4-12.7	44.1-46.3	TBC
1.5 TDCi 150	148	119-121	9.9-10.1	37.2-39.2	TBC
1.5 TDCi 150 AWD	148	118	10.9	37.2-39.2	TBC
1.5 TDCi 180 AWD	177	124-126	9.2-10.0	35.3-38.7	TBC

Edge 5dr SUV £36,995–£45,995 ★★★½☆
Mid-sized, US-developed SUV joins Ford's fleet to take on Europe's big SUVs. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

2.0 EcoBlue 150	148	129	11.2	38.2-42.2	TBC
2.0 EcoBlue 238	235	134	9.6	34.4-41.5	TBC

WHAT CAR?

What Car? New Car Buying

GT 2dr coupé £420,000 ★★★★☆
The GT is back as a race car for the road. Compelling if not perfect. **LxWxH** 4808x1928x1692 **Kerb weight** 1912kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 Ecoboost	650	216	3.0	TBC	TBC

GINETTA

G40 Club Car 2dr coupé £35,000 (+champ pack) ★★★½☆
A balanced, affordable and fine-looking track-day car. Some of the finish isn't quite up to snuff. **LxWxH** TBC **Kerb weight** 840kg

1.8 Zetec	135	125	TBC	TBC	TBC

HONDA

Jazz 5dr hatch £14,360–£18,460 ★★★★☆
Not the most compact or vivacious but has decent handling and is cleverly packaged. **LxWxH** 3995x1694x1550 **Kerb weight** 1066kg

1.3 DOHC	99	113-118	11.2-12.3	48.7	TBC
1.5 DOHC	128	113-118	8.7-10.1	42.8	TBC

Civic 5dr hatch £18,895–£33,525 ★★★★☆
A fresh look while remaining practical, refined and upmarket. Lacks some dynamism. **LxWxH** 4518x1799x1434 **Kerb weight** 1275kg

1.0 VTEC Turbo 126PS	124	125-126	10.2-11.2	47.9	TBC
1.5 VTEC Turbo 182PS	179	125-136	8.2-8.5	46.3	TBC
1.6 i-DTEC 120PS	118	125	10.1	62.8	TBC
2.0 VTEC Turbo Type R	315	169	5.8	33.2	TBC

Civic 4 door 4dr saloon £21,240–£27,120 ★★★★☆
Saloon bodystyle gives Civic a more upmarket feel, without hurting its refined drive. **LxWxH** 4648x1799x1416 **Kerb weight** 1314kg

1.0 VTEC Turbo 126PS	124	130	10.7	47.9	TBC
1.6 i-DTEC 120PS	118	125	9.9	64.2	TBC

HR-V 5dr SUV £19,795–£28,245 ★★★½☆
Cleverly packaged and comfortable. Bland performance and forgettable, though. **LxWxH** 4294x1772x1605 **Kerb weight** 1241kg

1.5 i-VTEC 130PS	128	116-119	10.2-11.4	42.2	TBC
1.5 i-VTEC Turbo 182PS	180	134	7.8	47.1-47.9	TBC

CR-V 5dr SUV £25,595–£35,445 ★★★★☆
Tardis-like SUV stalwart has lots of space for five and a big boot. **LxWxH** 4605x1820x1685 **Kerb weight** 1515kg

1.5 i-VTEC	171	130	9.3	38.7	TBC
1.5 i-VTEC AWD	171	124-129	9.8-10.0	32.5-36.2	TBC
2.0 i-MMD hybrid	181	112	9.2	40.9	TBC

NSX 2dr coupé £144,755 ★★★★½
Honda's supercar given a modern reboot, and it's some piece of engineering. **LxWxH** 4487x1939x1204 **Kerb weight** 1725kg

3.5 V6 hybrid	573	191	2.9	TBC	TBC

HYUNDAI

i10 5dr hatch £9895–£14,425 ★★★★☆
Prioritises maturity over fun, resulting in a car that is practical and well-priced. **LxWxH** 3665x1660x1500 **Kerb weight** 933kg

1.0 DOHC	64	97	14.7	50.4	TBC
1.2 DOHC	84	103-109	12.1-13.8	40.9-46.3	TBC

i20 5dr hatch £13,995–£18,645 ★★★★☆
Combines decent performance with good practicality and running costs. **LxWxH** 4035x1734x1474 **Kerb weight** 980kg

1.0 T-GDI 100	98	113-117	10.8-11.4	47.9-49.6	TBC
1.0 T-GDI 120	118	118	10.2	46.3	TBC
1.2 MPI 75	74	99	13.6	46.3	TBC
1.2 MPI 84	83	106	12.8	45.6-46.3	TBC

i30 5dr hatch £17,125–£29,495 ★★★½☆
As good as we've come to expect from Hyundai, but not one inch better. **LxWxH** 4340x1795x1455 **Kerb weight** 1194kg

1.0 T-GDi 120	118	118	11.1	45.6	TBC
1.4 T-GDi 140	138	127-130	8.9-9.2	42.2-46.3	TBC
1.6 CRDi 115	113	118	11.0-11.2	58.9-60.1	TBC
2.0 T-GDi 250 N	247	155	6.4	34.9	TBC
2.0 T-GDi 275 N Performance	272	155	6.1	34.0	TBC

i30 Fastback 4dr saloon £20,435–£29,995 ★★★½☆
Combines good looks with sensible practicalities and dynamic charm **LxWxH** 4455x1795x1425 **Kerb weight** 1287kg

1.0 T-GDi 120	118	117	11.5	54.3	TBC
1.4 T-GDi 140	138	129	9.2	49.6-52.3	TBC
2.0 T-GDI 275 N	272	155	6.1	34.0	TBC

i30 Tourer 5dr estate £17,625–£26,125 ★★★½☆
Another solid car. Good value and practical but lacks excitement. **LxWxH** 4585x1795x1465 **Kerb weight** 1245kg

1.0 T-GDi 120	118	117	11.4	47.9-49.6	TBC
1.4 T-GDi 140	138	126-129	9.2-9.5	44.8-46.3	TBC
1.6 CRDi 110	108	117	11.3	58.9-60.1	TBC
1.6 CRDi 136	134	123	10.9	56.5-57.6	TBC

i40 4dr saloon £22,995–£29,125 ★★★½☆
Useful, inoffensive and well-priced, but don't expect any fireworks. **LxWxH** 4745x1815x1470 **Kerb weight** 1497kg

1.6 GDI 135	133	122	11.5	39.2	TBC
1.6 CRDi 115	113	117	12.0	56.6	TBC
1.6 CRDi 136	134	122	10.8-11.5	54.3	TBC

i40 Tourer 5dr estate £21,610–£29,630 ★★★½☆
A practical estate but still rather dull and ordinary. **LxWxH** 4775x1815x1470 **Kerb weight** 1514kg

1.6 GDI 135	133	121	11.6	38.2	TBC
1.6 CRDi 115	113	116	12.2	54.6	TBC
1.6 CRDi 136	134	121-122	11.0-11.7	52.3	TBC

Ioniq 5dr hatch £21,790–£32,045 ★★★½☆
First attempt at electrification for the masses is a good effort. **LxWxH** 4470x1820x1450 **Kerb weight** 1370kg

1.6 Hybrid 141	139	115	10.8-11.1	61.4-62.8	TBC
1.6 Plug-in Hybrid 141	139	110	10.6	247.8	TBC
Electric Motor	118	103	10.2	TBC	0

ix20 5dr hatch £15,750–£19,200 ★★★½☆
Usable high-roofed hatch is short on overall flair. **LxWxH** 4120x1765x1600 **Kerb weight** 1267kg

1.6 125	123	112	11.5	34.3-37.1	TBC

Kona 5dr hatch £17,100–£38,645 ★★★★☆
Hyundai's first crossover is the perfect blend of practicality, value and style **LxWxH** 4165x1800x1550 **Kerb weight** 1233kg

1.0 T-GDI 120 2WD	118	112	12.0	44.1-44.8	TBC
1.6 T-GDi 177PS 4WD	175	127	7.9	34.0-33.6	TBC
1.6 CRDi 115 2WD	113	114	10.7	55.4-56.5	TBC
1.6 CRDi 136 2WD	134	119	10.2	52.3	TBC
Electric 39kWh	134	96	9.6	TBC	0
Electric 64kWh	201	104	7.6	TBC	0

Tucson 5dr SUV £22,045–£34,945 ★★★½☆
Classy, roomy cabin and predictable handling. A very competitive SUV. **LxWxH** 4475x1850x1650 **Kerb weight** 1379kg

1.6 GDi 132PS	130	113	11.5	35.3	TBC
1.6 T-GDi 177PS	175	125-126	8.9-9.2	34.9-36.2	TBC
1.6 CRDi 115PS	113	109	13.7	48.7-49.6	TBC
1.6 CRDi 136PS	134	114-116	10.6-12.0	45.6-47.1	TBC
2.0 CRDi 185PS	182	125	9.5	40.9	TBC

Santa Fe 5dr SUV £33,425–£43,295 ★★★½☆
Another big Korean SUV with lots of space for not a lot of cash. Slick and comfy. **LxWxH** 4700x1880x1675 **Kerb weight** 1939kg

2.2 CRDi 200	197	127	9.3-9.4	38.7-43.5	TBC
2.2 CRDi 200 AWD	197	127	9.4-9.5	38.7-40.4	TBC

INFINITI

Q30 5dr hatch £21,300–£37,540 ★★★½☆
Infiniti's first hatch uses the A-Class blueprint. Great to look at, not so good to drive. **LxWxH** 4425x1805x1495 **Kerb weight** 1407kg

1.6t 122	120	124	9.4	38.2-38.7	TBC
1.6t 156	153	134	8.9	35.8	TBC
2.0t 211	208	146	7.2	34.9	TBC
2.0t 211 AWD	208	143	7.3	32.8	TBC
2.2d 170	167	137	8.3	44.1-45.6	TBC
2.2d 170 AWD	167	134	8.5	39.8-40.9	TBC

QX30 5dr hatch £29,720–£35,570 ★★★½☆
Q30 with a more rugged look, but doesn't improve on the standard car. **LxWxH** 4425x1815x1530 **Kerb weight** 1542kg

2.2d 170 AWD	167	134	8.5	39.2-40.9	TBC

Q50 4dr saloon £43,415–£50,195 ★★★☆☆
Credible compact saloon competitor with some novel touches. **LxWxH** 4790x1820x1445 **Kerb weight** 1676kg

3.5 V6 Hybrid 364	359	155	5.1	31.4	TBC
3.5 V6 Hybrid 364 AWD	359	155	5.4	26.2	TBC

JAGUAR

XE 4dr saloon £31,505–£45,640 ★★★★½
Tops the pile thanks to outstanding driver appeal. Poised and engaging but refined. **LxWxH** 4672x1967x1416 **Kerb weight** 1450kg

2.0d 163	160	132-133	8.3-8.9	47.8-50.7	TBC
2.0d 180	177	140	7.6-7.9	45.7-51.1	TBC
2.0d 180 AWD	177	140	7.8	40.8-44.7	TBC
2.0d 240 AWD	236	155	6.1	38.9-42.5	TBC
2.0t 200	197	148	7.2	32.5-35.1	TBC
2.0t 250	246	155	6.2	32.6-25.1	TBC
2.0t 300 AWD	295	155	5.4	30.0-33.2	TBC

XF 4dr saloon £34,950–£53,035 ★★★★½
Outstandingly broad-batted dynamically, plus a pleasant cabin. **LxWxH** 4954x1987x1457 **Kerb weight** 1545kg

2.0d 163	160	132	8.7	46.1-50.4	TBC
2.0d 180	177	136	8.0-8.1	44.8-50.9	TBC
2.0d 180 AWD	177	136	8.4	40.2-44.4	TBC
2.0d 240 AWD	236	153	6.5	38.5-42.7	TBC
3.0d V6 300	295	155	6.2	40.8-43.2	TBC
2.0t 250	246	152	6.6	31.5-34.4	TBC
2.0t 300 AWD	295	155	5.8	29.9-32.6	TBC

XF Sportbrake 5dr estate £37,390–£55,035 ★★★★½
Superb XF is now available in the more practical Sportbrake form. It's a win-win. **LxWxH** 4954x1987x1496 **Kerb weight** 1660kg

2.0d 163	160	136	9.3-9.4	45.8-48.2	TBC
2.0d 180	177	138	8.8	44.0-48.4	TBC
2.0d 180 AWD	177	136	8.9	39.3-43.1	TBC
2.0d 240 AWD	236	150	6.7	37.8-41.5	TBC
3.0d V6 300	295	155	6.6	40.1-42.1	TBC
2.0t 250	246	150	7.1	30.8-33.3	TBC
2.0t 300	295	155	6.1	28.9-31.0	TBC

XJ 4dr saloon £62,360–£83,105 ★★★★☆
Mixes dynamism and refinement so well, but not as spacious or cosseting as some. **LxWxH** 5130x1899x1460 **Kerb weight** 1835kg

3.0d V6 300	295	155	6.2	35.7-36.3	TBC

F-Type 2dr coupé £51,925–£113,085 ★★★★½
A full-blooded assault on Porsche's backyard, with noise, power and beauty. **LxWxH** 4482x1923x1311 **Kerb weight** 1525kg

2.0t 300	295	155	5.7	30.3-31.2	TBC
3.0s V6 340	335	161	5.3-5.7	25.1-28.3	TBC
3.0s V6 380	374	171	4.9-5.5	24.6-26.6	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.3	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-25.9	TBC
5.0s V8 575 SVR AWD	567	200	3.7	25.5	TBC

F-Type Convertible 2dr open £57,405–£118,575 ★★★★½
Costs serious money, but you get a serious car with a likeable wild side. **LxWxH** 4482x1923x1308 **Kerb weight** 1545kg

2.0t 300	295	155	5.7	30.4-31.1	TBC
3.0s V6 340	335	161	5.3-5.7	27.4-27.9	TBC
3.0s V6 380	374	171	4.9-5.5	25.9-26.2	TBC
3.0s V6 380 AWD	374	171	5.1	25.0-25.4	TBC
5.0s V8 550 R AWD	542	186	4.1	25.7-26.0	TBC
5.0s V8 575 SVR AWD	567	195	3.7	25.5	TBC

E-Pace 5dr SUV £28,930–£46,060 ★★★★☆
Jaguar's second SUV looks enticing, but can it make an impact like the F-Pace's? **LxWxH** 4411x1984x1649 **Kerb weight** 1775kg

2.0 D150	148	124	9.5	39.1-42.6	TBC
2.0 D150 AWD	148	120	9.9-10.1	36.3-41.7	TBC
2.0 D180 AWD	177	127-128	8.7-9.4	36.1-41.1	TBC
2.0 D240 AWD	236	139	7.0	34.5-36.9	TBC
2.0 P200 AWD	198	134	7.7	27.8-30.1	TBC
2.0 P250 AWD	245	143	6.6	27.1-29.5	TBC
2.0 P300 AWD	295	151	5.9	26.2-28.1	TBC

F-Pace 5dr SUV £36,520–£74,835 ★★★★☆
Credible first SUV effort is as refined and dynamic as a Jaguar should be. **LxWxH** 4746x2070x1667 **Kerb weight** 1690kg

2.0d 163	160	121	10.2	40.9-44.8	TBC
2.0 20d 180	177	129	8.5	39.9-43.4	TBC
2.0 20d 180 AWD	177	129	8.7	36.8-40.0	TBC
2.0 25d 240 AWD	236	135	7.2	35.4-38.5	TBC
3.0 V6 30d 300 AWD	295	150	6.2	34.2-36.6	TBC
2.0 25t 250 AWD	246	135	6.8	27.2-29.2	TBC
2.0 30t 300 AWD	295	145	6.0	26.2-28.0	TBC
5.0 V8 SVR 550 AWD	548	176	4.1	22.1	TBC

I-Pace 5dr SUV £64,495–£74,995 ★★★★½
Fast, refined and the first of its kind from a European manufacturer. **LxWxH** 4682x1895x1558 **Kerb weight** 2133kg

EV400	398	124	4.5	TBC	0

JEEP

Compass 5dr SUV £23,755–£35,325 ★★★☆☆
Wants to be a catch-all crossover, but is beaten by more road-focused rivals. **LxWxH** 4394x2033x1629 **Kerb weight** 1430kg

1.4 Multiair II 140	138	119	9.9	TBC	TBC
1.4 Multiair II 170 4WD	167	124	9.5	TBC	TBC
1.6d MultiJet II 120	118	115	11.0	TBC	TBC
2.0d MultiJet II 140 4WD	138	118	10.1	TBC	TBC
2.0d MultiJet II 170 4WD	167	122	9.5	TBC	TBC

Renegade 5dr SUV £23,500–£31,400 ★★★½☆
Middling compact crossover with chunky looks but no obvious charm. **LxWxH** 4236x1805x1667 **Kerb weight** 1346kg

1.0 GSE T3 120	118	115	11.2	38.2	TBC
1.3 GSE T4 150	148	122	9.4	38.2-39.8	TBC
1.6d MultiJet II 120	118	111	10.2	45.6-48.7	TBC
2.0d MultiJet II 140 4WD	138	113	9.5-10.2	37.7-40.4	TBC
2.0d MultiJet II 170 4WD	167	122	8.9	35.8	TBC

Cherokee 5dr SUV £35,750 ★★☆☆☆
Hamstrung by poor UK specification. Uninspiring but practical and roomy. **LxWxH** 4624x1859x1670 **Kerb weight** 1738kg

2.2d MultiJet 185 4WD	182	127	8.8	TBC	TBC

Grand Cherokee 5dr SUV £49,880 ★★★½☆
The best Jeep on sale by some margin. Comfortable and well-equipped. **LxWxH** 4828x1943x1792 **Kerb weight** 2266kg

3.0 MultiJet 250 4WD	247	126	8.2	TBC	TBC

Wrangler 2dr/4dr SUV £44,865–£48,365 ★★★★☆
Heavy-duty off-roader goes anywhere, but lacks on-road manners. **LxWxH** 4223x1873x1840 **Kerb weight** 1827kg

2.2d MultiJet II 200 4WD	197	114	9.5	28.8-30.4	TBC

KIA

Picanto 5dr hatch £9720–£14,720 ★★★☆☆
Nice drive and cabin, but now overshadowed by rivals. **LxWxH** 3595x1406x1485 **Kerb weight** 935kg

1.0 MPi	66	100	13.8	49.6-50.4	127-129
1.0 T-GDi	99	112	10.1	48.7	133
1.25 MPi	83	100-107	11.6-13.2	42.2-49.6	129-151

Rio 5dr hatch £12,220–£18,010 ★★★½☆
Looks great and is well-priced, but nowhere near its European rivals. **LxWxH** 4065x1725x1445 **Kerb weight** 1155kg

1.0 T-GDi 99	99	115	10.3	48.7	132-133
1.0 T-GDi 118	118	118	9.8	44.8-47.1	137-142
1.25 MPi	83	107	12.5	45.6-46.3	138-140
1.4 MPi	98	103-108	11.8-13.4	42.2-46.3	138-151

Ceed 5dr hatch £18,295–£27,185 ★★★★☆
Third-generation hatchback can now compete for class honours. **LxWxH** 4310x1800x1447 **Kerb weight** 1315kg

1.0 T-GDi 118	118	116	10.9	47.9-50.4	127-134
1.4 T-GDi 138	138	128-130	8.6-8.9	43.5-46.3	139-148
1.6 T-GDI 201	201	142	7.5	38.2	169
1.6 CRDi 114	114	118	10.6	57.6-58.9	126-129
1.6 CRDI 134	134	122	10.2	57.6	129

Ceed Sportswagon 5dr estate £19,295–£28,600 ★★★★☆
All of the above, but with cavernous, more practical load space. **LxWxH** 4600x1800x1465 **Kerb weight** 1389kg

1.0 T-GDi 118	118	118	10.9	47.1	136-137
1.4 T-GDi 138	138	128-130	8.8-9.1	44.1-45.6	141-146
1.6 CRDi 114	114	119	10.7	56.5-58.9	127-132

Proceed 5dr hatch £23,835–£28,685 ★★★½☆
Alluring and interesting, but not quite as special to drive as it looks. **LxWxH** 4605x1800x1422 **Kerb weight** 1405kg

1.4 T-GDI 138	138	127-130	8.8-9.1	42.8-45.6	142-150
1.6 T-GDI 201	201	140	7.2	39.3	163
1.6 CRDI 134	134	124	9.8-10.0	54.3-56.5	132-136

Soul 5dr hatch £14,725–£30,495 ★★★½☆
Looks divide opinion. Better value now but still hardly the best option. **LxWxH** 4140x1800x1600 **Kerb weight** 1275kg

1.6 GDi 130	130	115	10.6	TBC	TBC
1.6 T-GDi 201	201	122	7.5	TBC	TBC
1.6 CRDi 134	134	112-113	10.7-10.8	TBC	TBC
27kWh Electric Drive	109	90	11.0	TBC	0

Optima 4dr saloon £22,260–£25,700 ★★★☆☆
Looks the part but is well off the pace set by its European rivals. **LxWxH** 4855x1860x1465 **Kerb weight** 1590kg

1.6 CRDi 134	134	121-122	10.6-11.2	53.3-54.3	137-139

Optima Sportswagon 5dr estate £23,100–£38,995 ★★★☆☆
Engine and finish leave it well behind rival European estates. **LxWxH** 4855x1860x1465 **Kerb weight** 1620kg

1.6 CRDi 134	134	124	9.8-10.7	51.4-52.3	140-143
2.0 T-GDi 241	241	144	7.3	30.4	211
2.0 GDi PHEV	202	119	9.1	188.3	34

Stinger 4dr saloon £32,435–£40,535 ★★★½☆
Sleek coupé-shaped saloon has the appeal and dynamics to rival Europe's best **LxWxH** 4830x1870x1400 **Kerb weight** 1717kg

2.0 T-GDi	244	149	5.8	29.4	217
3.3 V6 T-GDi	365	168	4.7	27.7	233
2.2 CRDi	197	143	7.3	40.9	179

Venga 5dr hatch £15,625–£19,520 ★★★☆☆
A versatile interior, but firm ride and high price disappoint. **LxWxH** 4075x1765x1600 **Kerb weight** 1253kg

1.6	123	111-115	10.4-11.1	34.4-37.2	172-187

Carens 5dr MPV £19,505–£28,445 ★★★½☆
Nicely up to scratch without feeling cheap or austere, but no class leader. **LxWxH** 4525x1805x1605 **Kerb weight** 1483kg

1.6 GDi	133	115	10.9	TBC	TBC
1.7 CRDi 114	114	110	12.7	TBC	TBC
1.7 CRDi 139	139	117-120	10.0-10.9	TBC	TBC

Niro 5dr SUV £23,490–£30,845 ★★★½☆
Kia's first full hybrid is a solid attempt, but it lacks the refinement of better rivals. **LxWxH** 4355x1805x1545 **Kerb weight** 1500kg

1.6 GDi Hybrid	139	101	11.1	TBC	TBC
1.6 GDi Hybrid PHEV	139	107	10.4	TBC	TBC

Stonic 5dr SUV £16,540–£21,200 ★★★½☆
Kia's first crossover is striking and reasonably good considering the value. **LxWxH** 4140x1760x1520 **Kerb weight** 1160kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.4 MPI	98	107	12.2	45.6	141
1.0 T-GDi	118	115	9.9	46.3-47.1	137-138
1.6 CRDI	108	112	10.9	57.6	128

Sportage 5dr SUV £20,305–£34,545 ★★★½☆
Good ride, handling and usability. Looks good and is decent value. **LxWxH** 4480x1855x1635 **Kerb weight** 1454kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GDi	130	113	11.1	34.9-35.7	179-184
1.6 T-GDi	174	127	8.9	34.4-34.9	184-187
1.6 T-GDI AWD	174	125-126	8.8-9.2	31.7-32.5	198-203
1.6 CRDi 114	114	109	11.4	49.6	150
1.6 CRDi 134	134	112	10.8-11.4	44.8-47.1	158-167
1.6 CRDI 134 AWD	134	112	11.6	42.8-43.5	169-173
2.0 CRDi 182 48V AWD	182	125	9.2	39.8-40.4	183-186

Sorento 5dr SUV £30,225–£42,925 ★★★★☆
Kia moves upmarket with a smart, well-priced and nicely appointed seven-seater. **LxWxH** 4780x1890x1685 **Kerb weight** 1932kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.2 CRDi	197	127	9.0-9.6	37.7-41.5	177-196

KTM

X-Bow 0dr open £57,345–£70,717 ★★★★☆
Eccentric looks and sharp handling but expensive. **LxWxH** 3738x1915x1202 **Kerb weight** 847kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 R	290	143	3.9	TBC	TBC
2.0 GT	280	143	4.1	TBC	TBC

LAMBORGHINI

Huracán 2dr coupé £162,900–£238,000 ★★★★☆
Junior Lambo mixes usability and drama skilfully. Performante is the most rounded. **LxWxH** 4459x1924x1165 **Kerb weight** 1389kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5.2 V10	572	198	3.4	21.4	332
5.2 V10 Evo	631	201	2.9	20.3	332
5.2 V10 Performante	631	201	2.9	19.7	357

Aventador 2dr coupé £278,000–£360,000 ★★★★☆
Big, hairy V12 has astonishing visuals and performance. Handling could be sweeter. **LxWxH** 4797x2030x1136 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
6.5 V12 S	730	217	2.9	15.4	499
6.5 V12 SVJ	759	217	2.8	15.8	486

Urus 2dr coupé £159,925 ★★★★☆
Lambo's second SUV is more alluring and aims to use the V8's power better. **LxWxH** 5112x2016x1638 **Kerb weight** 2200kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	631	189	3.6	22.2	325

LAND ROVER

Range Rover Evoque 5dr SUV £31,505–£49,815 ★★★★☆
Dripping with desirability; poised and capable on- and off-road. **LxWxH** 4370x1985x1635 **Kerb weight** 1679kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 eD4	145	113	10.6	TBC	TBC
2.0 TD4	174	121-124	8.5-9.5	TBC	TBC
2.0 Si4 240	234	135	6.9	TBC	TBC

Range Rover Evoque Convertible
2dr SUV £46,450–£53,135 ★★★½☆
Loses its roof but retains its ability to stray from the asphalt. **LxWxH** 4370x1980x1609 **Kerb weight** 2037kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 TD4	174	121	9.7	TBC	TBC

Range Rover Velar 5dr SUV £45,135–£64,530 ★★★★☆
Dubbed the most car-like Landie ever and it doesn't disappoint. Expensive. **LxWxH** 4803x2032x1665 **Kerb weight** 1829kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 D180	174	125	8.9	52.5	142
2.0 D240	234	135	7.3	48.7	154
3.0 V6 D275	271	135	6.7	42.8	175
3.0 V6 D300	292	150	6.5	44.1	167
2.0 P250	243	135	6.7	37.2	173
2.0 P300	292	145	6.0	36.2	178

Range Rover Sport 5dr SUV £64,085–£101,145 ★★★★½
Bigger and better; a cut-price Range Rover rather than a jumped-up Discovery. **LxWxH** 4850x2073x1780 **Kerb weight** 2111kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Si4	296	125	7.0	TBC	TBC
2.0 P400e PHEV	398	137	6.3	TBC	TBC
3.0 SDV6	297	140	6.8	TBC	TBC
4.4 SDV8	330	140	6.5	TBC	TBC
5.0 V8	495	155	5.0	TBC	TBC
5.0 V8 SVR	535	162	4.5	TBC	TBC

Range Rover 5dr SUV £81,900–£177,735 ★★★★½
Wherever you are, the Rangie envelops you in a lavish, invincible sense of occasion. **LxWxH** 4999x2220x1835 **Kerb weight** 2249kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 P400e PHEV	398	137	6.4	TBC	TBC
3.0 SDV6 275	271	130	7.4	TBC	TBC
4.4 SDV8 339	330	135	7.0	TBC	TBC
5.0 V8 525	518	155	5.1	TBC	TBC
5.0 V8 565	557	155	5.1	TBC	TBC

Discovery Sport 5dr SUV £30,145–£50,665 ★★★★½
Seven seats, at home on-road and off-road, plus new-found desirability. **LxWxH** 4599x2069x1724 **Kerb weight** 1732kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 eD4	145	112	10.0	TBC	TBC
2.0 TD4 E-Capability	145	112	11.0	TBC	TBC
2.0 TD4	174	117	8.4-9.4	TBC	TBC
2.0 SD4	234	127	7.1	TBC	TBC
2.0 Si4 240	234	124	7.1	TBC	TBC
2.0 Si 290	281	135	6.5	TBC	TBC

Discovery 5dr SUV £47,625–£70,405 ★★★★½
The country bumpkin given elocution lessons without losing its rugged capabilities. **LxWxH** 4970x2073x1888 **Kerb weight** 2115kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 SD4	234	121	8.0	TBC	TBC
3.0 V6 Td6	251	130	7.7	TBC	TBC
2.0 Si4	295	125	7.3	TBC	TBC

LEXUS

CT 5dr hatch £25,150–£31,250 ★★★★☆
Hybrid-only hatch has a pokey cabin and mismatched character traits. **LxWxH** 4350x1765x1445 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i CT200h	134	112	10.3	53.2-54.3	TBC

ES 4dr saloon £35,150–£45,650 ★★★½☆
Gatecrashes the German-controlled saloon market in a way the GS could never manage. **LxWxH** 4975x1865x1445 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-i ES300h	218	112	8.9	48.7-53.2	TBC

IS 4dr saloon £31,895–£40,995 ★★★½☆
Sleek compact executive car is well-made and interesting but still a left-field choice. **LxWxH** 4680x1810x1430 **Kerb weight** 1620kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-i IS300h	220	125	8.3	44.1-50.0	TBC

LS 4dr saloon £73,270–£98,670 ★★★½☆
Luxury saloon gets more tech and opulence but is let down by its hybrid powertrain. **LxWxH** 5235x1900x1460 **Kerb weight** 2270kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i LS500h	348	155	5.4	35.7-36.2	TBC

RC 2dr coupé £39,145–£69,690 ★★★½☆
An also-ran, but the V8 RC F packs plenty of character and handles well enough. **LxWxH** 4695x1840x1395 **Kerb weight** 1736kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-I RC300h	220	118	8.6	40.9-45.5	TBC
5.0 V8 RC F	470	168	4.5	25.0	TBC

LC 2dr coupé £76,595–£91,995 ★★★★☆
Superb-looking coupé shows flickers of what made the LFA great. **LxWxH** 4770x1920x1345 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5.0 V8 LC500	470	168	4.4	24.4	TBC
3.5 V6 LC500h	354	155	4.7	34.8	TBC

NX 5dr SUV £35,950–£45,500 ★★★☆☆
Some good ideas, but dramatically off the pace to drive. **LxWxH** 4630x1845x1645 **Kerb weight** 1905kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 VVT-I NX300h 4WD	194	112	9.2	35.7-37.1	TBC

RX 5dr SUV £49,700–£61,700 ★★★½☆
Low flexibility, but hybrid option makes a degree of economic sense. **LxWxH** 4890x1895x1690 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 RX450h	308	124	7.7	35.3-37.1	120-127

LOTUS

Elise 2dr open £37,450–£46,550 ★★★★☆
A delicate, vivid and unfettered drive; if you want a daily driver, shop elsewhere. **LxWxH** 3824x1719x1117 **Kerb weight** 830kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.8 VVT-i 220	217	145	4.2	36.7	TBC
1.8 VVT-i 246	242	151	3.8	36.2	TBC

Exige 2dr coupé £56,850–£99,800 ★★★★½
Sharp, uncompromising track car. Unforgiving on the road. **LxWxH** 4084x1802x1129 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i 350	345	162-170	3.8-3.9	28.2	TBC
3.5 V6 VVT-i 380	374	170-178	3.6-3.7	27.7	TBC
3.5 V6 VVT-i 430	428	180	3.2	27.7	TBC

Evora 2dr coupé £76,225–£112,500 ★★★★☆
Dynamically it puts nearly everything else in the shade. Shame about the interior. **LxWxH** 4084x1802x1129 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 VVT-i 400	394	174-186	4.2	TBC	TBC
3.5 V6 VVT-i 410	404	174-190	4.1-4.2	25.7-26.7	TBC
3.5 V6 VVT-i GT430	424	190	3.8	25.7-26.6	TBC

MASERATI

Ghibli 4dr saloon £53,415–£57,325 ★★★☆☆
Maser's compact exec has the allure but lacks power and is poorly finished in places. **LxWxH** 4971x1945x1461 **Kerb weight** 1810kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	155	6.3	33.2-35.7	TBC
3.0 V6	345	166	5.5	23.5-24.9	TBC

GranTurismo 2dr coupé £92,230–£107,865 ★★★☆☆
Not short on richness or desirability and well capable of stirring the soul. **LxWxH** 5652x1948x1481 **Kerb weight** 1873kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.7 V8	453	185	4.8	TBC	TBC

GranCabrio 2dr open £106,285–£114,330 ★★★☆☆
Fantastic looks and soundtrack but an average chassis overall. **LxWxH** 4971x1945x1461 **Kerb weight** 1973kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.7 V8	453	177-179	4.9-5.0	TBC	TBC

Quattroporte 4dr saloon £76,050–£86,675 ★★★☆☆
Now a full-sized executive limo, with some added flair. Off the pace in several key areas. **LxWxH** 5264x1948x1481 **Kerb weight** 1860kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	155	6.4	33.2-35.7	TBC
3.0 V6	339	167	5.1	23.5-24.9	TBC

Levante 4dr SUV £58,315–£72,525 ★★★☆☆
Italian flair and good looks in abundance, but diesel not as sonorous as petrols. **LxWxH** 5003x1968x1679 **Kerb weight** 2109kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0d V6	271	143	6.9	29.1-30.0	189
3.0 V6	339	156	6.0	20.7-22.4	249
3.0 V6 S	424	164	5.2	20.9-22.4	253

MAZDA

2 5dr hatch £13,595–£17,395 ★★★★☆
Grown-up, well-made and drives with charm and vigour; engines aren't brilliant. **LxWxH** 4060x1695x1495 **Kerb weight** 1075kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 75	74	106	12.1	49.6	TBC
1.5 Skyactiv-G 90	88	110-114	9.4-12.0	49.6	TBC
1.5 Skyactiv-G 115	113	124	8.7	48.7	TBC

3 5dr hatch £20,595–£24,995 ★★★★☆
Pleasing dynamism teamed with good practicality and punchy diesel engines. **LxWxH** 4060x1695x1495 **Kerb weight** 1351kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 120	118	121	8.9	43.5	TBC
2.0 Skyactiv-G 165	162	130	8.2	37.7	TBC
1.5 Skyactiv-D 105	103	115	11.0	65.7	TBC
2.2 Skyactiv-D 150	148	130	8.1	47.1	TBC

3 Fastback 4dr saloon £20,595–£21,495 ★★★★☆
Refined and dynamically satisfying in a saloon bodystyle. **LxWxH** 4060x1695x1495 **Kerb weight** 1345kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 120	118	123	8.8	43.5	TBC

6 4dr saloon £23,195–£32,685 ★★★½☆
A compelling mix of size, economy and performance. Interior is a let-down. **LxWxH** 4870x1840x1450 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 145	143	129	9.5	40.3-42.2	TBC
2.0 Skyactiv-G 165	162	135	9.1	42.2	TBC
2.5 Skyactiv-G 194	191	138	8.1	38.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	55.4	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.9-53.5	TBC

6 Tourer 5dr estate £24,095–£33,585 ★★★½☆
Attractively styled but only average to drive. **LxWxH** 4805x1840x1480 **Kerb weight** 1465kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 145	143	129	9.5	41.5	TBC
2.0 Skyactiv-G 165	162	135	9.1	41.5	TBC
2.5 Skyactiv-G 194	191	138	8.1	37.2	TBC
2.2 Skyactiv-D 150	148	130	9.1	47.1-53.3	TBC
2.2 Skyactiv-D 184	181	140	7.9	47.1-51.4	TBC

CX-3 5dr SUV £18,995–£24,995 ★★★★☆
Another supermini SUV with a sporting bent. Quite pricey but nicely appointed. **LxWxH** 4275x1765x1535 **Kerb weight** 1230kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 121	118	119	9.0	42.8	TBC
2.0 Skyactiv-G 150	148	124	8.8	34.9-38.2	TBC
1.5 Skyactiv-D 115	103	114	9.9	54.3	TBC

CX-5 5dr SUV £24,795–£34,395 ★★★★☆
Offers powerful diesel engines and strong performance, plus a welcoming interior. **LxWxH** 4550x1840x1675 **Kerb weight** 1575kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Skyactiv-G 165	162	125	10.3	36.7-38.2	TBC
2.2 Skyactiv-D 150	148	112-127	9.4-10.3	43.5-49.6	TBC
2.2 Skyactiv-D 184	181	129	9.6	39.8-42.8	TBC

MX-5 2dr open £18,995–£25,795 ★★★★★
Brilliantly packaged, priced and perfectly poised but more vibrant than the original. **LxWxH** 3915x1735x1225 **Kerb weight** 1050kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	127	8.3	44.1	TBC
2.0 Skyactiv-G 184	181	136	6.5	40.4	TBC

MX-5 RF 2dr open £22,595–£29,195 ★★★★★
Remains perfectly poised and vibrant, even with a folding metal roof. **LxWxH** 3915x1735x1230 **Kerb weight** 1090kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Skyactiv-G 132	129	126	8.6	44.1	TBC
2.0 Skyactiv-G 184	181	124-126	7.9-8.7	37.7-40.4	TBC

McLAREN

540C 2dr coupé £126,055 ★★★★☆
The affordable end of McLaren's spectrum isn't any less enthralling to drive. **LxWxH** 4530x2095x1202 **Kerb weight** 1449kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	533	199	3.5	23.2	276

570S 2dr coupé/open £145,305–£164,750 ★★★★★
Blisteringly fast and exciting supercar-slayer with hugely appealing handling. **LxWxH** 4530x2095x1202 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.1	23.2	276

570GT 2dr coupé £154,000 ★★★★★
The 570GT retains the lusty, fast appeal of its sister car, even with added practicality. **LxWxH** 4530x2095x1201 **Kerb weight** 1498kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	562	204	3.3	23.2	276

600LT 2dr coupé £185,500 ★★★★★
Lighter, faster and more athletic than the 570S. McLaren at its very best. **LxWxH** 4604x2095x1191 **Kerb weight** 1356kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V8	592	204	2.9	23.2	277

720S 2dr coupé £218,020 ★★★★★
The start of an era for McLaren and what a way to begin it is. **LxWxH** 4543x2059x1196 **Kerb weight** 1419kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	710	212	2.9	23.2	276

Senna 2dr coupé £750,000 ★★★★★
Astounding circuit performance made superbly accessible. **LxWxH** 4744x2155x1229 **Kerb weight** 1309kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8	789	208	2.8	22.7	280

MERCEDES-BENZ

A-Class 5dr hatch £23,075–£35,580 ★★★★☆
A little bit of luxury in a desirable, hatchback-sized package. **LxWxH** 4419x1992x1440 **Kerb weight** 1445kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 A180	136	134	9.2	42.2-47.9	TBC
1.3 A200	163	140	8.2	40.9-47.9	TBC
2.0 A220	187	149	6.9	37.7-41.5	TBC
2.0 A220 4Matic	187	146	6.9	35.8-39.8	TBC
2.0 A250	224	155	6.2	37.7-41.5	TBC
2.0 AMG A35 4Matic	302	155	4.7	33.6-35.8	TBC
1.5 A180d	116	126	10.5	53.3-61.4	TBC
2.0 A200d	148	137	8.1	53.3-58.9	TBC
2.0 A220d	187	146	7.0	52.3-57.7	TBC

B-Class 5dr hatch £26,975–£32,375 ★★★½☆
A slightly odd prospect, but practical and classy nonetheless. **LxWxH** 4393x1786x1557 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 B180	136	132	9.0	40.4-47.1	TBC
1.3 B200	163	139	8.2	39.8-46.3	TBC
1.5 B180d	116	124	10.7	51.4-60.1	TBC
2.0 B200d	148	136	8.3	51.4-57.7	TBC
2.0 B220d	187	145	7.2	50.4-56.5	TBC

C-Class 4dr saloon £30,845–£75,733 ★★★★☆
Merc ramps up the richness, but the engines and dynamics aren't refined enough. **LxWxH** 4686x1810x1442 **Kerb weight** 1450kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.2-8.3	37.7-43.5	TBC
1.5 C200	181	149	7.7	37.7-43.5	TBC
1.5 C200 4Matic	181	145	8.1	35.3-39.8	TBC
2.0 C300	258	155	5.9	35.3-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.1	25.5-25.9	TBC
4.0 V8 AMG C63 S	503	180	4.0	25.5-25.9	TBC
1.6 C200d	158	140	7.9-8.5	48.7-61.4	TBC
2.0 C220d	192	149	6.9	45.6-53.3	TBC
2.0 C220d 4Matic	192	145	6.9	40.9-47.9	TBC
2.0 C300d	241	155	5.9	43.5-49.6	TBC
2.0 C300d 4Matic	241	155	5.8	42.2-47.9	TBC

C-Class Estate 5dr estate £32,045–£79,528 ★★★★☆
Decent practicality and fantastic interior. It's a shame that it's only ordinary to drive. **LxWxH** 4702x1810x1457 **Kerb weight** 1495kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	138-139	8.4-8.5	34.0-42.2	TBC
1.5 C200	181	146	7.9	36.7-40.9	TBC
1.5 C200 4Matic	181	143	8.4	34.5-38.7	TBC
2.0 C300	258	155	6.0	34.5-38.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.8	TBC
4.0 V8 AMG C63	469	155	4.2	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.8-25.5	TBC
1.6 C200d	158	137	8.2-8.7	47.1-57.7	TBC
2.0 C220d	192	145	7.0	44.8-51.4	TBC
2.0 C220d 4Matic	192	142	7.4	41.5-46.3	TBC
2.0 C300d	241	155	6.0	42.8-47.9	TBC
2.0 C300d 4Matic	241	155	6.0	41.5-47.1	TBC

C-Class Coupé 2dr coupé £35,285–£78,023 ★★★★☆
Nice balance of style, usability and driver reward. **LxWxH** 4696x1810x1405 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	140	8.5	35.3-42.8	TBC
1.5 C200	181	149	7.9	37.7-42.2	TBC
1.5 C200 4Matic	181	145	8.4	35.3-39.8	TBC
2.0 C300	258	155	6.0	35.8-39.8	TBC
3.0 V6 AMG C43 4Matic	385	155	4.7	28.0-29.4	TBC
4.0 V8 AMG C63	469	155	4.0	25.0-25.5	TBC
4.0 V8 AMG C63 S	503	180	3.9	25.0-25.5	TBC

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 C220d	192	149	7.0	46.3-52.3	TBC
2.0 C220d 4Matic	192	145	7.3	42.8-47.9	TBC
2.0 C300d	241	155	6.0	44.1-49.6	TBC
2.0 C300d 4Matic	241	155	6.0	42.8-48.7	TBC

C-Class Cabriolet 2dr open £39,104–£83,036 ★★★★☆
Take all the good bits about the coupé and add the ability to take the roof off. Bingo. **LxWxH** 4686x1810x1409 **Kerb weight** 1645kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 C180	156	137-138	8.9	33.6-41.5	TBC
1.5 C200	181	146	8.5	36.2-40.4	TBC
1.5 C200 4Matic	181	143	8.8	33.2-38.2	TBC
2.0 C300	258	155	6.2	34.0-37.7	TBC
3.0 V6 AMG C43 4Matic	385	155	4.8	27.4-28.5	TBC
4.0 V8 AMG C63	469	155	4.2	24.6-24.8	TBC
4.0 V8 AMG C63 S	503	174	4.1	24.4-24.8	TBC
2.0 C220d	191	145	7.5	44.8-49.6	TBC
2.0 C220d 4Matic	191	142	7.8	40.9-46.3	TBC
2.0 C300d	242	155	6.3	42.2-47.1	TBC

E-Class 4dr saloon £38,065–£94,725 ★★★★☆
A wee bit pricey, and less sporting than its rivals, but still comfy and luxurious. **LxWxH** 4940x1852x1452 **Kerb weight** 1680kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	149	7.3	43.5-51.4	TBC
2.0 E220d 4Matic	189	149	7.5	42.8-47.9	TBC
2.0 E300e	329	155	5.5	134.5-156.9	TBC
2.0 E300de	312	155	5.7	176.6-201.8	TBC
3.0 E400d 4Matic	335	155	4.9	37.7-42.8	TBC
3.0 AMG E53 4Matic+	429	155	4.5	29.7-31.4	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.4	22.8-23.7	TBC

E-Class Estate 5dr estate £40,065–£96,725 ★★★★☆
Far more practical than its rivals, but pricier and less sporty than those closest to it. **LxWxH** 4933x1852x1475 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E220d	189	146	7.7	41.5-47.1	TBC
2.0 E220d 4Matic	189	145	7.8	40.9-44.8	TBC
2.0 E300de	312	155	5.8	166.2-176.6	TBC
3.0 V6 E400d 4Matic	335	155	5.1	37.2-40.9	TBC
2.0 E200	181	144	8.1	31.0-35.3	TBC
3.0 V6 AMG E53 4Matic+	429	155	4.5	29.4-30.7	TBC
4.0 V8 AMG E63 S 4Matic+	594	155	3.5	22.6-23.3	TBC

E-Class Coupé 2dr coupé £41,370–£64,740 ★★★★☆
Big, laid-back four-seat tourer. Borrows looks from the ravishing S-Class Coupé. **LxWxH** 4846x1860x1431 **Kerb weight** 1685kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.4	31.0	TBC
2.0 E350	295	155	5.9	TBC	TBC
3.0 E450 4Matic	362	155	5.6	29.1-31.4	TBC
3.0 AMG E53 4Matic+	429	155	4.4	30.1-31.4	TBC
2.0 E220d	189	150	7.4	43.5-50.4	TBC
2.0 E220d 4Matic	189	149	7.6	42.2-47.1	TBC
3.0 E400d 4Matic	335	155	5.1	38.2-42.2	TBC

E-Class Cabriolet 2dr open £45,865–£69,235 ★★★★☆
Refined and sophisticated four-seater in the same mould as the S-Class Cabriolet. **LxWxH** 4846x1860x1429 **Kerb weight** 1780kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 E300	237	155	6.6	30.0	TBC
2.0 E350	295	155	6.1	TBC	TBC
3.0 E450 4Matic	362	155	5.8	28.8-30.7	TBC
3.0 AMG E53 4Matic	429	155	4.5	29.7-30.7	TBC
2.0 E220d	192	147	7.7	42.8-48.7	TBC
2.0 E220d 4Matic	192	145	7.9	41.5-45.6	TBC
3.0 E400d 4Matic	335	155	5.2	37.7-40.9	TBC

S-Class 4dr saloon £75,285–£189,260 ★★★★★
Mercedes has given the S-Class a refresh and an added boost of tech. **LxWxH** 5141x1905x1498 **Kerb weight** 1970kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 S450 L	389	155	5.1	33.2-26.2	TBC
3.0 V6 S500 L	457	155	4.8	33.2-36.2	TBC
3.0 V6 S560e L	472	155	5.0	104.6-128.4	TBC
4.0 V8 AMG S63	594	155	4.3	23.2-24.4	TBC
6.0 V12 AMG S65	611	155	4.2	18.6	TBC
6.0 V12 S650 Maybach	611	155	4.7	19.5-20.0	TBC
2.9 S350d	282	155	6.0	38.7-44.1	TBC
2.9 S400d	335	155	5.4	38.7-44.1	TBC

S-Class Coupé 2dr coupé £105,875–£190,855 ★★★★☆
More tech and cleaner engines make the opulent luxury tourer more appealing. **LxWxH** 5027x1912x1414 **Kerb weight** 2065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.7	TBC
4.0 V8 AMG S63	594	155	4.2	24.1-24.6	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

S-Class Cabriolet 2dr open £117,670–£198,780 ★★★★☆
As above but with the added allure of a retractable fabric roof. **LxWxH** 5027x1912x1420 **Kerb weight** 2150kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 S560	455	155	4.6	26.4-27.2	TBC
4.0 V8 AMG S63	594	155	4.2	23.7-23.9	TBC
6.0 V12 AMG S65	611	155	4.1	18.6	TBC

CLA Coupé 4dr saloon £27,395–£46,785 ★★★½☆
Still suffers from divisive styling, although it adds further appeal to the A-Class. **LxWxH** 4640x1777x1432 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CLA180	119	130	8.7-9.0	36.7-42.2	TBC
1.6 CLA200	154	143	8.2	35.8-40.9	TBC
2.0 CLA220 4Matic	181	149	7.1	33.2-35.8	TBC
2.0 CLA45 AMG 4Matic	370	155	4.2	29.7-30.4	TBC
2.1 CLA220d	171	144	7.7	44.8-50.4	TBC
2.1 CLA220d 4Matic	171	143	7.7	42.8-47.1	TBC

CLA Shooting Brake 5dr estate £28,245–£47,635 ★★★½☆
The most practical of the A-Class range, but it suffers for its challenging styling. **LxWxH** 4640x1777x1435 **Kerb weight** 1430kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 CLA180	119	130	8.8-9.1	35.8-40.9	TBC
1.6 CLA200	154	140	8.5	35.3-40.9	TBC
2.0 CLA220 4Matic	181	146	7.2	33.6-36.2	TBC
2.0 CLA45 AMG 4Matic	370	155	4.3	29.1-30.1	TBC
2.1 CLA220d	171	142	7.8	43.5-48.7	TBC
2.1 CLA220d 4Matic	171	140	7.8	41.5-45.6	TBC

CLS Coupé 4dr saloon £53,100–£84,120 ★★★★☆
Retains the sleek coupé style and has more tech – without losing its allure. **LxWxH** 4996x1896x1436 **Kerb weight** 1935kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 CLS350	313	155	6.0	32.1-34.9	TBC
3.0 CLS450 4Matic	356	155	4.8	31.4-34.0	TBC
3.0 V6 AMG CLS 53 4Matic+	429	155	4.5	30.1-31.0	TBC
3.0 CLS350d 4Matic	277	155	5.7	37.7-41.5	TBC
3.0 CLS400d 4Matic	330	155	5.0	37.7-41.5	TBC

SLC **2dr open £32,749–£48,400** ★★★½☆
Another small convertible exhibiting all the charm that a Mercedes should. **LxWxH** 4143x1810x1301 **Kerb weight** 1435kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 SLC180	152	139-140	7.9-8.1	37.2-42.8	TBC
2.0 SLC200	178	147-149	6.9-7.0	37.2-40.4	TBC
2.0 SLC300	237	155	5.8	35.3-37.2	TBC
3.0 V6 AMG SLC43	356	155	4.7	31.7-32.5	TBC

SL **2dr open £78,345–£119,045** ★★★★½
Big, luxurious drop-top is classier than a royal stud farm. Few feel more special. **LxWxH** 4631x1877x1315 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 SL400	356	155	4.9	TBC	TBC
4.7 V8 SL500	442	155	4.3	25.9-26.9	TBC
5.5 V8 AMG SL63	568	155-186	4.1	23.2-23.5	TBC

AMG GT **2dr coupé/open £110,645–£148,530** ★★★★☆
Million-dollar looks and a railgun V8, but extremely firm chassis affects its usability. **LxWxH** 4544x1939x1287 **Kerb weight** 1615kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT	462	188-189	4.0	23.0-23.5	TBC
4.0 V8 GT S	507	193	3.8	23.0-23.3	TBC
4.0 V8 GT C	541	196-197	3.7	21.9-22.1	TBC
4.0 V8 GT R	568	198	3.6	22.1	TBC

AMG GT 4-Door Coupé **4dr saloon £121,350–£135,350** ★★★★½
New four-door, four-wheel-drive GT may be a confusing car to contemplate, but it's a deeply impressive one to drive. **LxWxH** 5054x1953x1447 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.0 V8 GT63 4Matic+	585	193	3.4	21.4-22.6	TBC
4.0 V8 GT63 S 4Matic+	639	196	3.2	21.4-22.1	TBC

GLA **5dr SUV £25,105–£47,960** ★★★½☆
Not the most practical crossover but good looking and very decent to drive. **LxWxH** 4417x1804x1494 **Kerb weight** 1395kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 GLA180	120	124	8.7-9.0	35.3-40.4	TBC
1.6 GLA200	152	134	8.1-8.4	34.9-39.8	TBC
2.0 GLA250 4Matic	204	143	6.6	32.5-35.8	TBC
2.0 GLA45 AMG 4Matic	370	155	4.4	29.4-30.1	TBC
2.1 GLA200d	132	127	9.1-9.5	42.2-46.3	TBC
2.1 GLA200d 4Matic	132	124	9.1	41.5-45.6	TBC
2.1 GLA220d 4Matic	171	135	7.7	40.4-44.8	TBC

GLC **5dr SUV £37,340–£91,594** ★★★★☆
Not exactly exciting to drive, but does luxury and refinement better than most. **LxWxH** 4656x1890x1639 **Kerb weight** 1735kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	208	138	7.3	28.5-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	24.8-26.7	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.1-23.2	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.1-22.8	TBC
2.1 GLC 220d 4Matic	168	130	8.3	36.7-41.5	TBC
2.1 GLC 250d 4Matic	198	138	7.6	36.7-42.2	TBC
3.0 GLC 350d 4Matic	255	148	6.2	32.8-36.7	TBC

GLC Coupé **5dr SUV £42,365–£93,989** ★★★★☆
A coupé-shaped SUV destined to be outrun by the X4 – unless you're in an AMG. **LxWxH** 4732x1890x1602 **Kerb weight** 1785kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GLC 250 4Matic	211	138	7.3	29.1-31.7	TBC
3.0 V6 AMG GLC43 4Matic	356	155	4.9	25.0-26.9	TBC
4.0 V8 AMG GLC63 4Matic	462	155	4.0	22.4-23.5	TBC
4.0 V8 AMG GLC63 S 4Matic	495	155	3.8	22.4-23.2	TBC
2.1 GLC 220d 4Matic	168	130	8.3	37.7-40.9	TBC
2.1 GLC 250d 4Matic	198	138	7.6	37.7-41.5	TBC
3.0 GLC 350d 4Matic	255	148	6.2	33.6-36.7	TBC

GLE **5dr SUV £55,685–£62,300** ★★★★☆
The ML replacement isn't inspiring to drive but does come with a classy interior. **LxWxH** 4819x2141x1796 **Kerb weight** 2165kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 400 4Matic	364	155	5.7	26.2-32.5	TBC
3.0 V6 GLE300d 4Matic	243	149	7.2	33.6-39.2	TBC
3.0 V6 GLE350d 4Matic	272	143	6.9	29.1-36.2	TBC
3.0 V6 GLE400d 4Matic	328	149	5.8	29.4-35.3	TBC

GLE Coupé **5dr SUV £65,030–£102,010** ★★★★☆
Not the prettiest SUV you will ever see, but a decent option against the BMW X6. **LxWxH** 4900x2129x1731 **Kerb weight** 2240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLE 350d 4Matic	251	140	7.0	TBC	TBC
3.0 V6 AMG GLE43 4Matic	379	155	5.7	23.2-24.1	TBC
5.5 V8 AMG GLE63 S 4Matic	568	155	4.2	18.2-18.7	TBC

G-Class **5dr SUV £94,000–£143,305** ★★★½☆
Massively expensive and compromised, but with character in abundance. **LxWxH** 4764x1867x1954 **Kerb weight** 2550kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 G350d 4Matic	282	124	7.4	25.2-25.9	TBC
4.0 V8 AMG G63 4Matic	577	137	4.5	18.6-18.8	TBC

GLS **5dr SUV £73,940–£106,870** ★★★½☆
The replacement for the massive GL can still seat seven in comfort. **LxWxH** 5162x1982x1850 **Kerb weight** 2475kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 GLS 350d 4Matic	251	138	7.8	27.4-29.4	TBC
5.5 V8 AMG GLS63 4Matic	568	155-168	4.6	17.7-18.2	TBC

X-Class **5dr pick-up £35,238–£47,412** ★★★★☆
Lifts the bar on commercial vehicle comfort while retaining tough qualities. **LxWxH** 5340x2113x1819 **Kerb weight** 2234kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.3 X220 d	163	105	12.9	TBC	TBC
2.3 X250 d	190	109	11.8	TBC	TBC
3.0 V6 X350 d	285	127	7.9	TBC	TBC

MG

3 **5dr hatch £9695–£12,995** ★★★½☆
Neatly tuned and nice sporty styling. Breaks the mould for sub-£9000 superminis. **LxWxH** 4018x1729x1507 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTI-Tech	104	108	10.4	TBC	TBC

ZS **5dr SUV £12,495–£17,795** ★★★☆☆
Much improved on previous MGs, but still lacks the sophistication of its closest rivals. **LxWxH** 4314x1809x1611 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 VTi-Tech	104	109	10.9	TBC	TBC
1.0T GDi	109	112	12.4	TBC	TBC

GS **5dr SUV £15,095–£21,095** ★★★☆☆
MG's first attempt at a small SUV is an attempt to re-establish the brand. **LxWxH** 4500x1800x1665 **Kerb weight** 1385kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 TGI	163	112-118	9.6	TBC	TBC

MINI

3dr Hatch **3dr hatch £16,190–£29,990** ★★★★½
Three-pot engines and cleverly designed interior make the Mini a superb choice. **LxWxH** 3821x1727x1414 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	121	10.1-10.2	43.5-47.9	TBC
1.5 Cooper	134	130	7.8-7.9	43.5-47.9	TBC
2.0 Cooper S	189	145-146	6.7-6.8	38.7-43.5	TBC
2.0 John Cooper Works	227	152	6.1-6.3	38.7-40.4	TBC

5dr Hatch **5dr hatch £16,890–£25,030** ★★★★½
Mini charm in a more usable package, but still not as practical as rivals. **LxWxH** 3982x1727x1425 **Kerb weight** 1240kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	101	119	10.1-10.5	42.8-47.1	TBC
1.5 Cooper	134	129	8.1-8.2	42.2-47.1	TBC
2.0 Cooper S	189	143-144	6.8-6.9	38.2-42.8	TBC

Convertible **2dr open £20,080–£30,625** ★★★½☆
A fun open-top car but compromised on practicality and dynamics. **LxWxH** 3821x1727x1415 **Kerb weight** 1280kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	134	128-129	8.7-8.8	41.5-45.6	TBC
2.0 Cooper S	189	142-143	7.1-7.2	38.7-40.9	TBC
2.0 John Cooper Works	167	149	6.5-6.6	37.2-38.7	TBC

Clubman **5dr hatch £19,995–£27,685** ★★★★☆
Cheery and alternative Mini 'six-door' takes the brand into new territory. **LxWxH** 4253x1800x1441 **Kerb weight** 1375kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 One	102	115	11.3	39.2-43.5	TBC
1.5 One D	114	119	10.8	56.5-58.9	TBC
1.5 Cooper	134	127	9.1	39.2-43.5	TBC
1.5 Cooper D	148	132	8.5-8.6	50.4-56.5	TBC
2.0 Cooper S	189	142	7.1-7.2	36.7-39.8	TBC

Countryman **5dr hatch £23,385–£33,995** ★★★½☆
Bigger than before, but still more funky than useful. Still not all that pretty, either. **LxWxH** 4299x2005x1557 **Kerb weight** 1440kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Cooper	136	124	9.7	37.2-40.9	TBC
1.5 Cooper All4	136	122	10.3	35.3-40.4	TBC
2.0 Cooper S	192	140	7.5-7.6	35.8-38.2	TBC
2.0 Cooper S All4	192	138	7.6	34.4-36.2	TBC
2.0 Cooper D	150	129	9.1	47.9-54.3	TBC
2.0 Cooper D All4	150	127	9.0	46.3-49.6	TBC
1.5 plug-in hybrid	220	123	6.8	88.3-97.4	TBC

MITSUBISHI

Mirage **5dr hatch £11,295–£14,020** ★★★☆☆
A straightforward hatchback – but not for the likes of us. **LxWxH** 3795x1665x1505 **Kerb weight** 845kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.1 Mi-VEC	79	107	11.7-12.8	47.9-55.4	TBC

ASX **5dr SUV £19,570–£29,485** ★★★☆☆
Decent engines, but otherwise an unexceptional crossover. **LxWxH** 4355x1770x1640 **Kerb weight** 1260kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 Mi-VEC	115	114	11.5	37.7	TBC
1.6 DI-D 2WD	112	113	11.2	TBC	TBC
1.6 DI-D 4WD	112	111	11.5	TBC	TBC
2.2 DI-D 4WD	148	118	10.8	TBC	TBC

Eclipse Cross **5dr SUV £21,915–£31,015** ★★★☆☆
Stylish, future-looking mid-sized SUV shows where Mitsubishi's destiny lies. **LxWxH** 4695x1810x1710 **Kerb weight** 1425kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.5 Mi-VEC 2WD	160	124-127	9.3-10.3	33.2-37.7	TBC
1.5 Mi-VEC 4WD	160	124	9.8	32.5	TBC

Outlander **5dr SUV £28,220–£46,060** ★★★½☆
Creditable effort, but still cheap in places: PHEV a boon for fleet users. **LxWxH** 4695x1810x1710 **Kerb weight** 1565kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 Mi-VEC 4WD	148	118	13.3	32.5	TBC
2.2 DI-D 4WD	148	118-124	10.2-11.6	TBC	TBC
2.0 Mi-VEC PHEV	200	106	11.0	139.7	TBC

Shogun Sport **5dr SUV £37,775–£39,775** ★★★☆☆
Has a fitness for purpose that could appeal to those who tow or haul big loads **LxWxH** 4785x1815x1805 **Kerb weight** 2100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.5 DOHC 4WD	179	112	11.0	TBC	TBC

MORGAN

3 Wheeler **0dr open £40,075** ★★★★★
The eccentric, characterful and brilliant Morgan is a testament to English creativity. **LxWxH** 3225x1720x1000 **Kerb weight** 525kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 V-twin 68	68	115	7.0	TBC	TBC
2.0 V-twin 82	82	115	6.0	TBC	TBC

4/4 **2dr open £40,205** ★★☆☆☆
Has its appeal but not as rewarding to drive as it could be. **LxWxH** 4010x1630x1220 **Kerb weight** 795kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 i4 Sigma	110	115	8.0	TBC	TBC

Plus 4 **2dr open £44,105** ★★½☆☆
Needs more chassis finesse, but the Plus 4 still charms nonetheless. **LxWxH** 4010x1720x1220 **Kerb weight** 927kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0 GDi	154	118	7.5	TBC	TBC

Roadster **2dr open £55,075** ★★☆☆☆
More advanced, but pricey and needs better brakes. **LxWxH** 4010x1720x1220 **Kerb weight** 950kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.7 V6 Cyclone	280	140	5.5	TBC	TBC

Plus 8 **2dr open £83,405** ★★★☆☆
Old V8 charm lives on, but there's no ignoring the high price. **LxWxH** 4010x1751x1220 **Kerb weight** 1100kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.4 V8	367	155	4.5	TBC	TBC

Aero 8 **2dr open £88,194** ★★★½☆
Morgan's flagship is a modern take on a classic look, although the old charm remains. **LxWxH** 4147x1751x1248 **Kerb weight** 1180kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.4 V8	367	170	4.5	TBC	TBC

NISSAN

Micra **5dr hatch £12,875–£20,005** ★★★★☆
Refreshed look and better handling makes it an enticing choice. Has its flaws, though. **LxWxH** 3991x1743x1455 **Kerb weight** 1490kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 71PS	70	98	16.4	46.3	TBC
0.9 IG-T 90	88	109	12.1	47.1	TBC
1.0 IG-T 100	98	114	10.9	50.4	TBC
1.0 DIG-T 117	115	121	9.9	47.9	TBC
1.5 dCi 90	88	111	11.9	TBC	TBC

Leaf **5dr hatch £26,190–£29,390** ★★★★☆
Better looks, better value and better range from this second-gen electric hatch **LxWxH** 4387x1768x1520 **Kerb weight** 1245kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
40kWh	147	89.5	7.9	TBC	0

Juke **5dr hatch £15,505–£21,805** ★★★½☆
High-riding, funky hatch is a compelling package. High CO_2 figures, though. **LxWxH** 4135x1765x1565 **Kerb weight** 1605kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 112	110	111	12.5	34.0-35.8	TBC
1.5 dCi 110	108	109	11.2	49.6	TBC

Qashqai **5dr SUV £19,995–£31,145** ★★★★½
The defining modern crossover. The Mk2 is better in all areas, hence its popularity. **LxWxH** 4394x1806x1590 **Kerb weight** 1331kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.3 DIG-T 140	138	120	10.5	40.1-41.4	TBC
1.3 DIG-T 160	158	123-124	8.9-9.9	40.0-41.4	TBC
1.5 dCi 115	113	112	12.3	51.9-53.7	TBC
1.7 DCI 150	148	119	9.5	46.4-50.2	TBC

X-Trail **5dr SUV £29,930–£37,525** ★★★½☆
There aren't many cheaper ways of owning an SUV. Has a better range of engines, too. **LxWxH** 4640x1820x1710 **Kerb weight** 1505kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 dCi 130	128	111-116	10.5-11.4	TBC	TBC
1.6 dCi 130 4WD	128	115	11.0	TBC	TBC
1.6 DIG-T 163	160	124	9.7	TBC	TBC
2.0 dCi 177	174	123	9.6	TBC	TBC
2.0 dCi 177 4WD	174	121-126	9.4-10.0	TBC	TBC

370Z **2dr coupé £29,805–£40,305** ★★★½☆
Old-school and profoundly mechanical coupé. The Healey 3000 of today – but meaner. **LxWxH** 4265x1845x1315 **Kerb weight** 1496kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.7 V6	323	155	5.3	23.3-23.6	TBC
3.7 V6 Nismo	339	155	5.2	23.2	TBC

GT-R **2dr coupé £81,995–£151,995** ★★★★☆
Monstrously fast Nissan has been tweaked and sharpened. Still a blunt object, though. **LxWxH** 4710x1895x1370 **Kerb weight** 1725kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.8 V6	562	196	TBC	20.2	TBC
3.8 V6 Nismo	591	196	TBC	19.6	TBC

NOBLE

M600 **2dr coupé £248,000–£287,600** ★★★½☆
Deliciously natural and involving; a bit ergonomically flawed. **LxWxH** TBC **Kerb weight** 1198kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
4.4 V8	662	225	TBC	TBC	TBC

PEUGEOT

iOn **5dr hatch £20,534** ★★½☆☆
Good electric powertrain; looks extremely old hat against better EV rivals. **LxWxH** 3474x1475x1608 **Kerb weight** 1120kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
47kW	62	81	15.9	TBC	0

108 **3dr/5dr hatch £9690–£14,985** ★★★½☆
Sister car to the Aygo – and a distant second to most city car rivals. **LxWxH** 3475x1615x1460 **Kerb weight** 840kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 72	71	100	13.0	53.5-57.3	TBC
1.0 72 2-Tronic	71	100	15.2	51.6-55.0	TBC

208 **3dr/5dr hatch £14,900–£18,735** ★★★½☆
A big improvement for Peugeot, if not for the supermini class. **LxWxH** 3475x1615x1460 **Kerb weight** 1065kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	109-111	12.2-14.5	46.6-51.5	TBC
1.2 PureTech 110	107	118	9.8-9.6	39.1-46.5	TBC
1.5 BlueHDi 100	102	117	10.7	55.6-67.7	TBC

308 **5dr hatch £20,000–£29,920** ★★★★½
Classy all-round appeal makes it a serious contender, but rear space is a little tight. **LxWxH** 4253x1804x1457 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	11.1	40.4-47.7	TBC
1.2 PureTech 130	126	128-129	9.1-9.6	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.4	36.9-40.1	TBC
1.6 PureTech 260	259	155	6.0	37.8	TBC
1.6 BlueHDi 100	99	112	12.2	54.9-63.8	TBC
1.5 BlueHDi 130	126	127	9.8	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	175	140	8.2	45.0-49.4	TBC

308 SW **5dr estate £20,950–£29,330** ★★★★☆
Estate bodystyle enjoys the classy appeal of the hatchback. **LxWxH** 4585x1563x1472 **Kerb weight** 1190kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 110	107	117	11.6	40.4-47.7	TBC
1.2 PureTech 130	126	127	9.5-10.0	41.3-48.9	TBC
1.6 PureTech 225	224	146	7.5	36.9-40.1	TBC
1.5 BlueHDI 100	99	111	12.3	54.9-63.8	TBC
1.5 BlueHDi 130	126	126	10.0	53.2-62.7	TBC
2.0 BlueHDi 180 EAT8	178	139	8.4	45.0-49.4	TBC

508 **4dr saloon £25,039–£37,439** ★★★★☆
Stylish and likeable but lacking the polish of more premium rivals. **LxWxH** 4750x1859x1430 **Kerb weight** 1535kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.6 PureTech 180	178	143	7.9	38.0-41.8	TBC
1.6 PureTech 225	220	155	7.1	36.3-39.8	TBC
1.5 BlueHDi 130	129	129	9.4-9.7	51.4-59.8	TBC
2.0 BlueHDI 160	158	143	8.4	45.2-51.1	TBC
2.0 BlueHDi 180	174	146	8.0	45.0-50.6	TBC

2008 **5dr SUV £17,730–£24,490** ★★★½☆
Efficient and well-mannered but facelift still leaves it short on space and style. **LxWxH** 4159x1829x1556 **Kerb weight** 1045kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 82	79	105	13.5	43.8-46.8	TBC
1.2 PureTech 110	107	117-119	9.9-10.3	39.1-44.8	TBC
1.2 PureTech 130	126	124	9.3	44.4-49.9	TBC
1.6 BlueHDi 100	96	112	11.3	TBC	TBC
1.6 BlueHDi 120	116	119	9.6	52.9-58.2	TBC

3008 **5dr SUV £24,575–£36,845** ★★★★☆
Cleverly packaged Peugeot offers just enough SUV DNA to make the difference. **LxWxH** 4447x2098x1624 **Kerb weight** 1250kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.5-10.8	36.5-43.6	TBC
1.6 PureTech 180	178	136	8.0	35.2-39.6	TBC
1.5 BlueHDi 130	126	119	9.5	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	8.9	42.3-47.1	TBC

5008 **5dr SUV £26,725–£38,995** ★★★★☆
Less MPV, more SUV, and shares its siblings' good looks. Competent to drive, too. **LxWxH** 4641x1844x1640 **Kerb weight** 1511kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 PureTech 130	126	117	10.4-10.9	36.5-44.2	TBC
1.6 PureTech 180	178	135	8.3	35.2-39.6	TBC
1.5 BlueHDi 130	129	119	10.7	48.0-56.3	TBC
2.0 BlueHDi 180	175	131	9.1	42.3-47.1	TBC

PORSCHE

718 Boxster **2dr open £47,935–£64,721** ★★★★½
Our idea of drop-top heaven. Exceptional to drive, whether cruising or hurrying. **LxWxH** 4379x1801x1280 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.5 S	339	177	4.4-4.6	29.1-30.7	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.4	TBC

718 Cayman **2dr coupé £46,075–£62,860** ★★★★★
Scalpel-blade incisiveness, supreme balance and outstanding driver involvement. **LxWxH** 4379x1801x1295 **Kerb weight** 1335kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0	290	170	4.9-5.1	31.4-33.2	TBC
2.5 S	339	177	4.4-4.6	29.1-31.0	TBC
2.5 GTS	355	180	4.3-4.6	28.5-30.7	TBC

911 **2dr coupé £93,110–£207,506** ★★★★½
Still as brilliant and distinctive as any before it. More than worthy of its iconic status. **LxWxH** 4499x1808x1294 **Kerb weight** 1413kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 Carrera S	408	188-191	4.0-4.3	27.2-28.5	TBC
3.0 Carrera GTS	437	191-193	3.6-4.1	26.2-28.0	TBC
4.0 GT3	486	197-198	3.4-3.9	TBC	TBC
4.0 GT3 RS	513	193	3.2	TBC	TBC
3.8 GT2 RS	680	211	2.8	TBC	TBC

911 Cabriolet **2dr open £102,755–£112,552** ★★★★½
Cutting the top off enhances the aural drama. For visual impact choose the Targa. **LxWxH** 4499x1808x1289 **Kerb weight** 1500kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 Carrera S	408	187-188	3.7-3.9	26.4-28.0	TBC
3.0 Carrera GTS	437	190-192	3.6-3.8	25.0-26.6	TBC
3.0 Targa 4 GTS	437	190-191	3.7-4.1	25.9-26.4	TBC

Panamera **4dr saloon £72,890–£148,128** ★★★★★
Revamped big saloon is an absolute belter, making it almost the perfect grand tourer. **LxWxH** 5049x1937x1423 **Kerb weight** 1815kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 4	321	162	5.5-5.6	25.0-26.9	TBC
2.9 V6 4S	428	179	4.4-4.5	TBC	TBC
2.9 V6 E-Hybrid	449	172	4.6-4.7	78.5-85.6	TBC
4.0 V8 GTS	458	181	4.1	22.2-23.5	TBC
4.0 V8 Turbo	533	190	3.8-3.9	22.1-23.0	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4-3.5	74.3-80.7	TBC

Panamera Sport Turismo **5dr estate £72,890–£140,870** ★★★★★
The Panamera in a more practical form, and now it's a good-looking beast. **LxWxH** 5049x1937x1428 **Kerb weight** 1880kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6 4	321	160	5.5	24.6-25.6	TBC
2.9 V6 4S	428	177	4.4	TBC	TBC
2.9 V6 E-Hybrid	449	170	4.6	76.3-80.7	TBC
4.0 V8 GTS	458	179	4.1	22.2-23.2	TBC
4.0 V8 Turbo	533	188	3.8	22.1-22.8	TBC
4.0 V8 Turbo S E-Hybrid	671	192	3.4	72.4-74.3	TBC

Macan **5dr SUV £46,344–£48,750** ★★★★½
Spookily good handling makes this a sports utility vehicle in the purest sense. **LxWxH** 4692x1923x1624 **Kerb weight** 1770kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
2.0	243	139	6.7	25.7-28.2	TBC
3.0 V6 S	351	157	5.3	23.9-25.7	TBC

Cayenne **5dr SUV £55,965–£99,291** ★★★★½
Refreshed look, improved engines, interior and a better SUV overall. **LxWxH** 4918x1983x1696 **Kerb weight** 1985kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.0 V6	330	152	6.2	22.2-24.1	TBC
2.9 V6 S	428	164	5.2	TBC	TBC
4.0 V8 Turbo	533	177	4.1	20.2-20.8	TBC

RADICAL

RXC GT **2dr open TBC** ★★★½☆
Designed for pounding around a track; out of its element on the road. **LxWxH** 4300x1960x1127 **Kerb weight** 1125kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
3.5 V6 400	400	179	2.8	TBC	TBC
3.5 V6 650	650	180	2.7	TBC	TBC

RENAULT

Twizy **2dr hatch £6695–£7995** ★★★½☆
Zany solution to personal mobility is suitably irreverent and impractical. **LxWxH** 2338x1381x1454 **Kerb weight** 474kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
MB L7e	17	50	TBC	TBC	0

Zoe **5dr hatch £18,420–£27,820** ★★★½☆
A far more practical zero-emission solution. Attractive price, too. **LxWxH** 4084x1730x1562 **Kerb weight** 1470kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
5AGEN2	86	84	13.5	TBC	0
5AGEN3	89	84	13.5	TBC	0

Twingo **3dr hatch £10,750–£13,455** ★★★☆☆
Handsome, unusual rear-engined city car but not a class leader. **LxWxH** 3595x1646x1554 **Kerb weight** 865kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.0 SCe 70	67	94	14.5	47.9-48.7	TBC
0.9 TCe 90	87	103	10.8	45.6-47.9	TBC

Clio **5dr hatch £13,615–£19,165** ★★★★☆
An attractive,stylish and practical proposition, but cheap in places and feels dated. **LxWxH** 4062x1732x1448 **Kerb weight** 1059kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
0.9 TCe 75	75	110	12.3	46.3-47.1	TBC
0.9 TCe 90	87	112	12.2-13.1	47.1	TBC
1.5 dCi 90	87	109-112	12.0-12.9	56.5-57.6	TBC

Mégane **5dr hatch £17,715–£29,195** ★★★½☆
Stylish and refined but bland. Nothing exceptional. **LxWxH** 4359x1814x1447 **Kerb weight** 1340kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 TCe 140	138	127	10.6	42.8-45.6	TBC
1.5 Blue dCi 115	113	118	11.1	58.9-62.8	TBC
1.8 RS 280	276	158	5.8	TBC	TBC

Mégane Sport Tourer **5dr estate £18,915–£24,615** ★★★½☆
Stylish and refined estate car is still bland like the hatch. Smaller than its predecessor. **LxWxH** 4626x1814x1457 **Kerb weight** 1409kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 TCe 140	138	127	9.8	42.2-44.8	TBC
1.5 Blue dCi 115	113	118	11.1	56.5-61.4	TBC

Scenic 5dr MPV £21,715–£26,455 ★★★½☆
Good-looking MPV riding on 20in wheels, but overall a bland car to drive. **LxWxH** 4406x1866x1653 **Kerb weight** 1428kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 TCe 140	138	121	10.1	40.4-41.5	TBC
1.8 dCi 120	118	TBC	TBC	TBC	TBC

Grand Scenic 5dr MPV £23,515–£28,255 ★★★½☆
Good-looking seven-seat MPV is bland to drive and the third row seats are tight. **LxWxH** 4634x1866x1655 **Kerb weight** 1495kg

1.2 TCe 140	138	118	11.4	39.8-40.9	TBC
1.8 dCi 120	118	120	12.1	TBC	TBC

Captur 5dr SUV £15,725–£22,065 ★★★★☆
Jacked-up Clio is among the better downsized options. Stylish and fluent-riding. **LxWxH** 4122x1778x1566 **Kerb weight** 1184kg

0.9 TCe 90	87	106	13.2	44.1-45.6	TBC
1.3 TCe 130	128	124	10.2	42.8-44.1	TBC
1.3 TCe 150	148	130	9.5	42.8-43.5	TBC
1.5 dCi 90	87	106	13.1	51.3-53.2	TBC

Kadjar 5dr SUV £20,595–£29,995 ★★★★☆
Fine value, practical, decent to drive and good-looking, but the Qashqai is classier. **LxWxH** 4449x1836x1607 **Kerb weight** 1306kg

1.2 TCe 140	138	119	10.1-10.7	41.5-44.1	TBC
1.6 TCe 160	158	127	9.2	42.8	TBC
1.5 dCi 115	112	112-113	11.7-11.9	55.4-60.1	TBC

GREATEST ROAD TESTS OF ALL TIME

LAMBORGHINI COUNTACH 5000 QUATTROVALVOLE

TESTED 29.5.85

The Countach brought starship looks to mid-1970s roads and 10 years on it had grown into a 455bhp monster, as our 1985 road test discovered...

New downdraught carburettors, four valves per cylinder and an increase in capacity from 4.75 to 5.2 litres transformed the already potent LP500S into the 5000 QV, pumping out over 20% more power. Peak torque needed more revs than before, but low-down grunt was still readily available, allowing the Countach to pull like a tugboat from 1150rpm in fifth.

Despite its power, the engine was unobtrusive at low revs, though the straining gearbox, board-stiff clutch, forearm-sapping steering and 45ft turning circle made low-speed manoeuvres a less-than-relaxing task. But upping the pace brought focus to the Countach as the steering dialled in. At 6ft 7in wide, its abundant girth helped generate wonderfully flat cornering and traction, with oversteer on demand.

Curved, ribbed leather seats dictated a slumped driving position, and with windows that dropped only 2.5 inches and minimal storage, the Countach was unashamedly focused on brawn over comfort.

FOR Performance, sharp handling, strong brakes
AGAINST Cabin space, visibility, turning circle

FACTFILE

Price £66,000 **Engine** V12, 5167cc, petrol **Power** 455bhp at 7000rpm **Torque** 369lb ft at 5200rpm **0-60mph** 4.9sec **0-100mph** 10.6sec **Standing quarter mile** 13.0sec at 113mph **60-0mph** na **Top speed** 178mph **Economy** 13.7mpg

WHAT HAPPENED NEXT...

After three years in production, the 5000 QV was restyled in 1988 to become the 25th Anniversary model, built to celebrate the firm's milestone. This was to be the final and most popular Countach, selling 657 units. Both can now be picked up from around £60,000, though mint, low-mileage examples can fetch £275k-£400k, while an LP400 Periscopica can cost up to £900k.

Koleos 5dr SUV £27,495–£31,495 ★★★½☆
Koleos name returns and is a vast improvement on before, but no class leader. **LxWxH** 4672x2063x1678 **Kerb weight** 1540kg

2.0 dCi 175	169	126	10.7	38.2	TBC
2.0 dCi 175 4WD X-Tronic	169	125	9.5	36.2	TBC

ROLLS-ROYCE

Wraith 2dr coupé £224,823–£280,223 ★★★★½
An intimate and involving Rolls. Not as grand as some, but other traits make it great. **LxWxH** 5285x1947x1507 **Kerb weight** 2360kg

6.6 V12	624	155	4.6	19.8	327

Dawn 2dr open £266,055–£302,655 ★★★★½
Essentially as above, except with a detuned engine and in elegant convertible form. **LxWxH** 5295x1947x1502 **Kerb weight** 2560kg

6.6 V12	563	155	5.0	19.6	330

Ghost 4dr saloon £227,423–£262,823 ★★★★☆
'Affordable' Rolls is a more driver-focused car than the Phantom. Still hugely special. **LxWxH** 5399x1948x1550 **Kerb weight** 2360kg

6.6 V12	563	155	4.9-5.0	19.8-20.0	327-329

Phantom 4dr saloon £362,055 ★★★★★
Phantom takes opulent luxury to a whole level. **LxWxH** 5762x2018x1646 **Kerb weight** 2560kg

6.75 TV12	563	155	5.3-5.4	20.3	318-319

Cullinan 4dr SUV £250,000 ★★★★☆
Big, bold new 4x4 begins the next era for the brand, with a model that convinces. **LxWxH** 5341x2164x1835 **Kerb weight** 2730kg

6.75 TV12	563	155	5.2	18.8	341

SEAT

Mii 5dr hatch £11,900–£12,420 ★★★½☆
Not as desirable or plush as the Up but nearly as good to drive. **LxWxH** 3557x1643x1474 **Kerb weight** 929kg

1.0 60	59	99	14.4	50.4-53.3	TBC
1.0 75	74	106	13.2	49.6-51.4	TBC

Ibiza 5dr hatch £15,495–£21,645 ★★★★½
Reinvigorated Ibiza is more mature and takes the class honours from the Fiesta. **LxWxH** 4059x1780x1444 **Kerb weight** 1091kg

1.0 MPI 80	79	106	14.6	45.6-48.7	TBC
1.0 TSI 95	93	113	10.9	47.9-53.3	TBC
1.0 TSI 115	113	121	9.3	44.1-50.4	TBC
1.6 TDI 95	93	113	7.5	55.4-60.1	TBC

Leon 5dr hatch £18,260–£30,980 ★★★★☆
A creditable effort and a notable improvement in form, with plenty of niche appeal. **LxWxH** 4282x1816x1459 **Kerb weight** 1202kg

1.0 TSI 115	113	121	9.8	46.3-50.4	TBC
1.5 TSI EVO 130	128	126	9.4	42.2-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.9-48.7	TBC
2.0 TSI 190	188	142	7.2	38.7-40.4	TBC
2.0 TSI Cupra	288	150	6.0	35.8-38.7	TBC
1.6 TDI 115	113	122	9.8	49.6-55.4	TBC
2.0 TDI 150	148	134	8.4	TBC	TBC

Leon ST 5dr estate £19,255–£34,370 ★★★★☆
Good-looking and responsive hatchback-turned-estate. **LxWxH** 4549x1816x1454 **Kerb weight** 1236kg

1.0 TSI 115	113	122	10.1	45.6-50.4	TBC
1.5 TSI EVO 130	128	129	9.5	41.5-46.3	TBC
1.5 TSI EVO 150	148	134	8.2	40.4-48.7	TBC
2.0 TSI 190	188	144	7.3	38.7-39.8	TBC
2.0 TSI Cupra	288	155	5.2	32.1-33.6	TBC
1.6 TDI 115	113	122	10.6	53.3-55.4	TBC

Arona 5dr SUV £17,145–£25,170 ★★★★☆
Seat's second SUV doesn't disappoint, with it taking charge of the class dynamically. **LxWxH** 4138x1780x1543 **Kerb weight** 1165kg

1.0 TSI 95	93	107	11.2	45.6-48.7	TBC
1.0 TSI 115	113	113	9.8-10.0	44.1-46.3	TBC
1.5 TSI EVO 150	148	127	8.3	44.8-48.7	TBC
1.6 TDI 95	93	107	11.9	49.6-56.5	TBC
1.6 TDI 115	113	115	10.3	50.4-57.6	TBC

Ateca 5dr SUV £21,940–£34,120 ★★★★½
Seat's first SUV is very good. So good, in fact, it's a Qashqai beater. **LxWxH** 4363x1841x1601 **Kerb weight** 1280kg

1.0 EcoTSI 115	113	114	11.0	42.8-42.8	TBC
1.5 TSI EVO 150	148	123	8.6	33.6-41.5	TBC
2.0 TSI 190 4Drive	187	132	7.9	32.5-33.6	TBC
1.6 TDI 115	113	114	11.5	44.1-54.3	TBC
2.0 TDI 150	148	122	9.0	46.3-50.4	TBC
2.0 TDI 190 4Drive	187	132	7.5	TBC	TBC

Alhambra 5dr MPV £27,590–£38,325 ★★★★☆
This cheaper version of the VW Sharan is spacious, versatile and good to drive. **LxWxH** 4854x1904x1730 **Kerb weight** 1755kg

1.4 TSI 150	148	124	9.9	33.2-35.8	TBC
2.0 TDI Ecomotive 150	148	123-124	10.2-10.3	38.7-44.1	TBC

SKODA

Citigo 3dr hatch £8885–£11,885 ★★★½☆
A Czech take on the city car is more fun to drive than its plain-Jane exterior suggests. **LxWxH** 3597x1641x1478 **Kerb weight** 854kg

1.0 MPI 60 GreenTech	59	100	13.9	50.4-55.4	TBC
1.0 MPI 75 GreenTech	74	107	13.1	47.9-53.3	TBC

Fabia 5dr hatch £12,255–£18,330 ★★★½☆
Comfortable, affordable, easy-to-drive and attractive, but no more so than its rivals. **LxWxH** 4009x1958x1452 **Kerb weight** 1151kg

1.0 MPI 60	58	98	16.6	45.6-50.4	TBC
1.0 MPI 75	73	104	14.9	45.6-49.6	TBC
1.0 TSI 95	94	114	10.8	47.1-51.4	TBC
1.0 TSI 110	108	121	9.6	45.6-51.4	TBC
1.0 TSI 110 DSG	108	120	10.1	43.5-47.9	TBC

Fabia Estate 5dr estate £14,155–£19,065 ★★★★☆
Far more practical, majoring on boot space while doing what a good Skoda should. **LxWxH** 4271x1958x1473 **Kerb weight** 1182kg

1.0 MPI 75	74	105	15.2	43.5-49.6	TBC
1.0 TSI 95	94	115	10.9	47.1-51.4	TBC
1.0 TSI 110	108	122	9.7	45.6-50.4	TBC
1.0 TSI 110 DSG	108	121	10.2	43.5-47.9	TBC

Rapid Spaceback 5dr hatch £14,630–£18,925 ★★★½☆
With the Rapid's skinny body, a hatchback shape makes the most sense. **LxWxH** 4304x1706x1459 **Kerb weight** 1090kg

1.0 TSI 95	93	114	11.1	47.1-50.4	TBC
1.0 TSI 110	108	122	9.9	45.6-50.4	TBC
1.0 TSI 110 DSG	108	121	x10.2	43.5-47.1	TBC

Octavia 5dr hatch £18,310–£31,165 ★★★★☆
Does comfort and practicality like no other. Good, frugal engines too. **LxWxH** 4670x1814x1461 **Kerb weight** 1225kg

1.0 TSI 115	113	126	9.6-9.7	39.8-50.4	TBC
1.4 TSI 150	148	136	7.8-7.9	40.4-48.7	TBC
2.0 TSI 190	188	147	7.3	37.7-40.9	TBC
2.0 TSI 245 vRS	241	155	6.4	35.8-39.2	TBC
1.6 TDI 115	113	126	9.8	48.7-54.3	TBC
2.0 TDI 150	148	135	8.1	56.3-58.9	TBC
2.0 TDI 184 vRS	182	142-145	7.6-8.1	40.4-50.4	TBC

Octavia Estate 5dr estate £19,510–£32,365 ★★★★☆
Class-leading amount of space and practicality. Comfortable, too. **LxWxH** 4667x1814x1465 **Kerb weight** 1247kg

1.0 TSI 115	113	124-125	9.8	39.8-50.4	TBC
1.5 TSI 150	148	134	7.9-8.0	40.4-46.3	TBC
2.0 TSI 190	188	143	7.4	37.2-40.3	TBC
2.0 TSI 245 vRS	241	155	6.5	35.8-37.2	TBC
1.6 TDI 115	113	124-125	9.8-9.9	46.3-51.4	TBC
2.0 TDI 150	148	132-134	8.2-8.3	49.6-53.3	TBC
2.0 TDI 150 4x4	148	130	8.1	45.6-47.9	TBC
2.0 TDI 150 4x4 Scout	148	129	8.8	40.9-44.8	TBC
2.0 TDI 184 vRS	182	135-140	7.7-8.2	40.4-49.6	TBC

Superb 5dr hatch £22,130–£36,660 ★★★★☆
Another great Czech value option that's big on quality and space if not on price. **LxWxH** 4861x1864x1468 **Kerb weight** 1340kg

1.4 TSI 150	148	137	8.3-8.5	40.9-46.3	TBC
2.0 TSI 272 4X4	270	155	5.5	30.1-32.8	TBC
1.6 TDI 120	118	128	10.5-10.6	44.8-52.3	TBC
2.0 TDI 150	148	135-137	8.5-8.6	47.1-54.3	TBC
2.0 TDI 190	187	145	8.3	47.1-50.4	TBC
2.0 TDI 190 4X4	187	143	8.0	41.5-44.8	TBC

Superb Estate 5dr estate £23,410–£38,770 ★★★★☆
Even more commendable than above, primarily thanks to its enormous boot. **LxWxH** 4856x1864x1477 **Kerb weight** 1365kg

1.4 TSI 150	148	135	8.4-8.6	36.7-39.8	TBC
2.0 TSI 272 4X4	270	155	5.6	30.1-32.5	TBC
1.6 TDI 120	118	127-128	10.6-10.7	44.8-49.6	TBC
2.0 TDI 150	148	132-135	8.6-8.8	47.1-49.6	TBC
2.0 TDI 190	187	TBC	TBC	47.1-48.7	TBC
2.0 TDI 190 4X4	187	142	7.4	41.5-43.5	TBC

Karoq 5dr SUV £21,940–£33,360 ★★★★☆
Yeti replacement may not have its forebear's quirkiness, but it's brilliant otherwise. **LxWxH** 4382x1841x1603 **Kerb weight** 1265kg

1.0 TSI 115	113	116	10.6	40.4-44.1	TBC
1.5 TSI 150	148	126	8.1-8.3	35.8-41.5	TBC
1.5 TSI 150 4x4	148	121	9.1	32.8-34.9	TBC
1.6 TDI 115	113	116	11.0-11.1	44.8-49.6	TBC
2.0 TDI 150	148	127	9.0	47.1-50.4	TBC
2.0 TDI 150 4x4	148	121	8.8	40.9-43.5	TBC

Kodiaq 5dr SUV £25,770–£42,870 ★★★★☆
Skoda's first seven-seat SUV is a viable alternative to a traditional MPV. **LxWxH** 4697x1882x1676 **Kerb weight** 1430kg

1.5 TSI 150	148	123	9.3	34.0-37.2	TBC
1.5 TSI 150 4x4	148	120-122	9.5-9.6	30.7-31.7	TBC
2.0 TSI 190 4x4	188	TBC	TBC	30.1-31.0	TBC
2.0 TDI 150	148	123	9.8	42.2-44.8	TBC
2.0 TDI 150 4x4	148	120-122	9.4-9.6	37.7-41.5	TBC
2.0 TDI 190 4x4	187	130	8.3	37.2-38.7	TBC
2.0 BiTDI 239 4x4 vRS	237	136	7.0	34.0-35.3	TBC

SMART

Fortwo 3dr hatch/open £12,110–£27,135 ★★★☆☆
Pricey two-seater has urban appeal but is short on performance and handling. **LxWxH** 2695x1663x1555 **Kerb weight** 890kg

1.0 71	68	94	14.4-15.5	44.1-48.7	TBC
0.9 90	87	96	10.4-11.7	44.1-49.6	TBC
Electric Drive	79	80	11.5-11.8	TBC	0

Forfour 5dr hatch £11,910–£22,285 ★★★☆☆
Four doors give the Smart more mainstream practicality. Still expensive, though. **LxWxH** 3495x1665x1555 **Kerb weight** 975kg

1.0 71	68	94	15.9-16.9	43.5-47.1	TBC
0.9 90	87	102	11.2-11.9	45.6-47.9	TBC
Electric Drive	79	80	12.7	TBC	0

SSANGYONG

Tivoli 5dr SUV £14,495–£21,495 ★★★½☆
Trails the Duster as the best-value small crossover - but not by much. **LxWxH** 4195x1795x1590 **Kerb weight** 1270kg

1.6 128	126	99-106	11.0-12.0	35.3-38.2	TBC
1.6d 115	113	107-109	12.0	45.3-54.3	TBC

Tivoli XLV 5dr SUV £19,745–£22,245 ★★★½☆
Now grown in size for more practicality but that doesn't increase the Tivoli's appeal. **LxWxH** 4440x1798x1635 **Kerb weight** 1405kg

1.6 128	126	99-106	11.0-12.0	34.9-37.2	TBC
1.6d 115	113	107-109	12.0	42.8-51.4	TBC

Korando 5dr SUV £18,995–£25,495 ★★★☆☆
Good for a Ssangyong but poor by class standards. **LxWxH** 4410x1830x1710 **Kerb weight** 1725kg

2.2d 178	175	115	9.9	37.7-42.8	TBC
2.2d 178 4x4	175	115	9.9	35.3	TBC

Musso 5dr SUV £25,133–£35,033 ★★★☆☆
Practical pick-up has a refined engine and direct steering, but ride needs refinement. **LxWxH** 5095x1950x1840 **Kerb weight** 2155kg

2.2d 181	178	115-121	12.2	TBC	TBC

Rexton 5dr SUV £28,995–£38,995 ★★★½☆
A vast improvement. Better on the road but without ditching its argicultural roots. **LxWxH** 4850x1960x1825 **Kerb weight** 2102kg

2.2d 181	178	115	11.3-11.9	TBC	TBC

Turismo 5dr MPV £20,995–£27,495 ★★★☆☆
Incredibly ungainly but offers huge real estate for the money. **LxWxH** 5130x1915x1850 **Kerb weight** 2115kg

2.2d 178	175	108-116	TBC	TBC	TBC

SUBARU

Impreza 5dr hatch £24,310–£25,010 ★★★☆☆
Appealing hatchback has been steadily improved but still feels old-fashioned. **LxWxH** 4415x1740x1465 **Kerb weight** 1374kg

1.6i	112	112	12.4	35.9	TBC
2.0i	153	127	9.8	TBC	TBC

Levorg 5dr estate £30,010 ★★★☆☆
Impressively practical but only offered with an automatic gearbox and one trim. **LxWxH** 4690x1780x1490 **Kerb weight** 1568kg

1.6i	167	130	8.9	TBC	TBC

XV 5dr SUV £25,310–£28,510 ★★★☆☆
No-nonsense crossover doesn't quite make enough sense. **LxWxH** 4450x1780x1615 **Kerb weight** 1355kg

1.6i	112	109	13.9	35.3	TBC
2.0i	154	120	10.4	TBC	TBC

Forester 5dr estate £30,000–£32,500 ★★★☆☆
Solid, spacious and wilfully unsexy. A capable 4x4 nonetheless. **LxWxH** 4610x1795x1735 **Kerb weight** 1488kg

2.0i 150	148	118-119	10.6-11.8	32.2	TBC

Outback 5dr estate £29,995–£33,010 ★★½☆☆
Acceptable in isolation but no class leader. **LxWxH** 4815x1840x1605 **Kerb weight** 1612kg

2.5i	172	130	10.2	33.0	TBC

BRZ 2dr coupé £27,025–£28,510 ★★★★★
The GT86's half-brother looks great in Subaru blue. Cheaper, too. **LxWxH** 4240x1775x1320 **Kerb weight** 1242kg

2.0i	197	130-140	7.6-8.2	33.3	TBC

SUZUKI

Celerio 5dr hatch £8999–£10,499 ★★★½☆
Pleasing to drive, cheap to buy and decent to sit in. No-nonsense and likeable for it. **LxWxH** 3600x1600x1540 **Kerb weight** 835kg

1.0 K10C Dualjet	66	96	13.0	58.8	TBC

Ignis 5dr hatch £11,849–£14,849 ★★★★☆
Cute and rugged-looking 4x4 city car capable of tackling roads bereft of asphalt. **LxWxH** 3700x1660x1595 **Kerb weight** 855kg

1.2 Dualjet	87	106	11.8	52.9	TBC
1.2 Dualjet SHVS	87	106	11.4	54.1	TBC
1.2 Dualjet SHVS 4x4	87	103	11.1	54.1	TBC

Jimny 3dr SUV £15,499–£17,999 ★★★½☆
Charming 4x4 is capable and affordable but retains its dynamic foibles. **LxWxH** 3645x1645x1725 **Kerb weight** 1135kg

1.5 VVT	100	90	11.9	32.2-35.8	178-198

Swift 5dr hatch £12,499–£18,499 ★★★½☆
Given mature looks, more equipment and a hybrid powertrain, but it's no class leader. **LxWxH** 3840x1735x1495 **Kerb weight** 890kg

1.2 Dualjet	87	111	11.9	55.4	115
1.2 Dualjet SHVS 4x4	87	105	12.6	49.7	128
1.0 Boosterjet	108	118-121	10.0-10.6	49.6-51.8	123-136
1.4 Boosterjet Sport	138	130	8.1	47.1	135

Baleno 5dr hatch £13,249–£16,249 ★★★½☆
Suzuki's family-sized hatchback makes use of clever little engines. **LxWxH** 3995x1745x1470 **Kerb weight** 920kg

1.0 Boosterjet	108	118-124	11.0-11.4	46.8-52.4	TBC

Vitara 5dr SUV £16,999–£25,649 ★★★½☆
Utterly worthy addition to the class drives better than most. **LxWxH** 4175x1775x1610 **Kerb weight** 1075kg

1.0 Boosterjet	108	111	11.5-12.5	39.4-45.9	139-162
1.4 Boosterjet	136	124	9.5-10.2	36.6-43.6	146-174

S-Cross 5dr SUV £17,499–£26,099 ★★★½☆
A worthy crossover if not a class leader. Refreshed looks give a lease of life. **LxWxH** 4300x1785x1585 **Kerb weight** 1160kg

1.0 Boosterjet	108	106-112	11.0-12.4	404-44.9	120-131
1.0 Boosterjet Allgrip	108	109	12.0	39.2	127
1.4 Boosterjet Allgrip	136	124	10.2	37.7-38.8	141

TESLA

Model S 5dr hatch £72,850–£84,140 ★★★★½
Large range makes it not only a standout EV but also the future of luxury motoring. **LxWxH** 4978x1963x1445 **Kerb weight** 2108kg

Standard range	323	140	4.2	TBC	0
Long range	602	155	4.1	TBC	0
Ludicrous Performance	602	155	2.4	TBC	0

Model X 5dr SUV £81,050-£88,050 ★★★★½
A genuine luxury seven-seat electric SUV which also has a large range. **LxWxH** 5036x2070x1684 **Kerb weight** 2459kg

Long range	602	155	4.7	TBC	0
Ludicrous Performance	602	155	2.8	TBC	0

TOYOTA

Aygo 3dr hatch £9695–£14,595 ★★★☆☆
Impactful styling does a lot to recommend it, but not as refined nor as practical as some. **LxWxH** 3455x1615x1460 **Kerb weight** 840kg

1.0 VVT-i	71	99	13.8	45.8-57.7	TBC

Yaris 5dr hatch £13,515–£26,295 ★★★½☆
Stylish interior but ultimately a scaled-down version of bigger Toyotas. **LxWxH** 3495x1695x1510 **Kerb weight** 975kg

1.0 VVT-i	67	96	15.3	61.1-61.4	TBC
1.5 VVT-i	108	108	11.0-11.2	54.3-57.6	TBC
1.5 VVT-i Hybrid	71	102	11.8	67.3-76.3	TBC
1.8 VVT-i GRMN	206	143	6.3	TBC	TBC

C-HR 5dr SUV £21,880–£29,170 ★★★★☆
Coupé-shaped crossover certainly turns heads and impresses on the road. **LxWxH** 4360x1795x1565 **Kerb weight** 1320kg

	Power (bhp)	Top speed (mph)	0-60/62mph	Economy (mpg)	CO_2 (g/km)
1.2 Turbo	112	114-118	10.9-11.1	39.7-41.5	TBC
1.2 Turbo AWD	112	111	11.4	34.0-34.4	TBC
1.8 VVT-I Hybrid	119	105	11.0	55.3-57.6	TBC

Corolla 5dr hatch £21,300–£30,340 ★★★★☆
Rebranded hatch has rolling refinement, interior ambience and affable handling. **LxWxH** 4370x1790x1435 **Kerb weight** 1340kg

1.2 VVT-I	114	124	9.3	39.2-44.8	TBC
1.8 VVT-I Hybrid	122	111	10.9	55.3-62.7	TBC
2.0 VVT-I Hybrid	180	111	7.9	50.4-43.2	TBC

RAV4 5dr SUV £29,635–£36,640 ★★★☆☆
A solid option but ultimately outgunned by Korean competition. **LxWxH** 4605x1845x1675 **Kerb weight** 1605kg

2.5 Hybrid	194	112	8.4	48.7-50.4	TBC
2.5 Hybrid AWD	194	112	8.4	47.8-48.7	TBC

Land Cruiser 5dr SUV £34,690–£54,040 ★★★½☆
A real go-anywhere vehicle. Totally rugged and available with seven seats. **LxWxH** 4335x1885x1875 **Kerb weight** 2010kg

2.8 D-4D	171	109	12.1-12.7	27.4-31.0	TBC

GT86 2dr coupé £27,285–£31,795 ★★★★½
Almost the most fun you can have on a limited budget. Splendid. **LxWxH** 4240x1775x1320 **Kerb weight** 1247kg

2.0i	197	130-140	7.6-8.2	32.8-33.2	TBC

Prius 5dr hatch £24,245–£28,350 ★★★★☆
Better all round compared with its predecessors. Challenging looks, though. **LxWxH** 4540x1760x1470 **Kerb weight** 1375kg

1.8 VVT-i Hybrid	120	112	10.6	60.1-61.4	TBC

Prius Plug-in Hybrid 5dr hatch £31,695–£33,895 ★★★★☆
Plug-in version is clever and appealing. Seems more comfortable in its skin. **LxWxH** 4645x1760x1470 **Kerb weight** 1530kg

1.8 VVT-i Hybrid	120	101	11.1	235.4	TBC

Prius+ 5dr MPV £27,830–£30,175 ★★★☆☆
Expensive, old and ugly variant of the Prius, but can carry seven. **LxWxH** 4645x1775x1575 **Kerb weight** 1500kg

1.8 VVT-i Hybrid	132	103	11.3	47.0-48.7	TBC

VAUXHALL

Viva 5dr hatch £10,480–£12,805 ★★★½☆
Plenty of space but lacks its rivals' equipment, joie de vivre and refinement. **LxWxH** 3675x1595x1485 **Kerb weight** 939kg

1.0i	74	106	13.1-14.0	45.6	TBC
1.0i Rocks	72	106	13.1	45.6	TBC

Adam 3dr hatch £13,850–£15,700 ★★★☆☆
Certainly looks the part, but there are better superminis ahead of it. **LxWxH** 3698x1720x1484 **Kerb weight** 1101kg

1.2i 70	69	103	14.9	43.5-44.1	TBC

Corsa 3dr/5dr hatch £11,730–£19,735 ★★★½☆
Refined, stylish and practical, but its engines aren't so good. **LxWxH** 4021x1736x1479 **Kerb weight** 1141kg

1.4i 75	74	101	15.5	42.2-43.5	TBC
1.4i 90	88	109	13.2	38.2-42.8	TBC
1.4i Turbo 100	98	115	11.0	42.8-43.5	TBC
1.4i Turbo 150	148	129	8.9	40.4-42.2	TBC

Astra 5dr hatch £18,900–£26,030 ★★★★☆
Good handling and nice engines, but its working-class roots still show through. **LxWxH** 4370x1809x1485 **Kerb weight** 1244kg

1.0i Turbo 105	103	121	10.5	45.6-47.9	TBC
1.4i Turbo 125	123	127	8.6	43.5-45.6	TBC
1.4i Turbo 150	148	134	7.8	38.2-44.1	TBC
1.6 CDTi 110	108	124	10.2	55.4-58.9	TBC
1.6 CDTi 136	134	127	9.0	48.7-57.6	TBC

Astra Sports Tourer 5dr estate £20,350–£24,680 ★★★★☆
More composed and practical than the hatchback. **LxWxH** 4702x1809x1510 **Kerb weight** 1273kg

1.0i Turbo 105	103	121	11.0	45.6-47.9	TBC
1.4i Turbo 125	123	127	9.0	43.5-45.6	TBC
1.4i Turbo 150	148	134	8.2	37.7-44.1	TBC
1.6 CDTi 110	108	121	10.7	54.3-58.9	TBC
1.6 CDTi 136	134	127	9.5	47.9-57.6	TBC

Insignia Grand Sport 5dr hatch £19,940–£37,620 ★★★★☆
The good-looking and tech-filled Insignia makes an attractive proposition. **LxWxH** 4897x1863x1455 **Kerb weight** 1714kg

1.5 Turbo 140	138	130	9.3	42.8-44.1	TBC
1.5 Turbo 165	162	138	8.4	38.7-44.1	TBC
1.6 Turbo 200	198	146	7.2	36.7-39.8	TBC
1.6 Turbo D 110	108	127	10.9	55.4-57.6	TBC
1.6 Turbo D 136	134	126-131	9.9-10.2	47.1-54.3	TBC
2.0 Turbo D 170	167	139-140	8.2-8.4	43.5-51.4	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.7	TBC

Insignia Sports Tourer 5dr estate £21,500–£39,120 ★★★★☆
The practical version of the Insignia that aims to take the fight to premium rivals. **LxWxH** 4986x1863x1514 **Kerb weight** 1487kg

1.5 Turbo 140	138	129	9.6	40.9-42.8	TBC
1.5 Turbo 165	162	135	8.6	37.7-42.8	TBC
1.6 Turbo 200	198	144	7.4	36.2-39.2	TBC
1.6 Turbo D 110	108	125	111.1	53.3-55.4	TBC
1.6 Turbo D 136	134	127-132	10.1-10.5	46.3-52.3	TBC
2.0 Turbo D 170	167	137-139	8.4-8.6	42.2-49.6	TBC
2.0 BiTurbo D 210 4x4	207	144	7.4-7.5	36.2-36.7	TBC

Insignia Country Tourer 5dr estate £27,150–£30,365 ★★★★☆
Spacious estate gets a rugged makeover - and it doesn't spoil the fine formula. **LxWxH** 4986x1863x1514 **Kerb weight** 1666kg

2.0 Turbo D 170	167	135-137	8.6-8.8	41.5-47.1	TBC
2.0 Turbo D 170 4x4	167	135	9.3	41.5-47.1	TBC
2.0 BiTurbo D 210 4x4	207	142	7.7	36.2	TBC

Crossland X 5dr SUV £17,710–£23,080 ★★★½☆
Vauxhall's small SUV is competent enough but lacks any real character. **LxWxH** 4212x1765x1605 **Kerb weight** 1245kg

1.2i 83	81	105	14.0	42.2-44.1	TBC
1.2i Turbo 110	108	117	10.6	39.8-46.3	TBC
1.2i Turbo 130	128	128	9.1	42.2-44.1	TBC
1.5 Turbo D 102	101	111	9.9	55.4-58.9	TBC

Mokka X 5dr SUV £20,640–£25,840 ★★★½☆
Compact and competent but lacks any persuasive qualities. **LxWxH** 4275x1780x1658 **Kerb weight** 1394kg

1.4 Turbo 140	138	119-122	9.3-10.1	34.4-36.7	TBC
1.4 Turbo 140 4x4	138	116	9.3	34.4-39.2	TBC
1.6 CDTi 136	134	117-118	9.3-10.3	43.5-50.4	TBC

Grandland X 5dr SUV £23,410–£34,930 ★★★☆☆
Does well to disguise its 3008 roots but too bland to stand out in a congested segment. **LxWxH** 4477x1811x1630 **Kerb weight** 1350kg

1.2 Turbo 130	128	117	10.9-11.1	37.7-42.8	TBC
1.5 Turbo D 130	128	116	11.3	49.6-53.3	TBC
2.0 Turbo D 177	175	133	9.1	42.8-45.6	TBC

Combo Life 5dr MPV £20,130–£22,230 ★★★½☆
Van-based people carrier is usable, spacious and practical, if not very pretty to look at. **LxWxH** 4403x1841x1921 **Kerb weight** 1430kg

1.2 Turbo 110	108	109	11.9	38.2-40.9	TBC
1.5 Turbo D 100	99	107	12.7	42.8-47.9	TBC
1.5 Turbo D 130	128	115	10.6	47.1-49.6	TBC

VOLKSWAGEN

Up 3dr/5dr hatch £9825–£23,650 ★★★★☆
It's no revolution, but VW's hallmarks are in abundance. **LxWxH** 3600x1428x1504 **Kerb weight** 926kg

1.0 60	59	100	14.4	53.3-54.3	TBC
1.0 75	74	106	13.2-13.5	51.4-53.3	TBC
1.0 90	88	114	9.9	54.3-55.4	TBC
1.0 115	113	119	8.8	49.6-50.4	TBC
e-Up	81	80	12.4	TBC	0

Polo 5dr hatch £14,330- £23,155 ★★★★☆
A thorough going-over makes it more mature, but the Polo is still a bit boring. **LxWxH** 4053x1946x1461 **Kerb weight** 1105kg

1.0 65	64	102	15.5	47.1-48.7	TBC
1.0 80	78	106	15.4	46.3-48.7	TBC
1.0 TSI 95	93	116	10.8	44.8-52.3	TBC
1.0 TSI 115	113	124	9.5	44.8-49.6	TBC
2.0 TSI GTI 200	197	147	6.7	38.7-39.8	TBC
1.6 TDI 80	79	109	12.9	53.3-55.4	TBC
1.6 TDI 95	93	115	10.8	53.3-55.4	TBC

Golf 3dr/5dr hatch £18,765–£35,635 ★★★★½
Does exactly what everyone expects. Still the king of the family car. **LXWXH** 4258x1790x1492 **Kerb weight** 1206kg

1.0 TSI 85	83	112	11.9	48.7-50.4	TBC
1.0 TSI 115	113	123	9.8	41.5-57.6	TBC
1.5 TSI EVO 130	128	130	9.1	44.1-46.3	TBC
1.5 TSI EVO 150	148	134	8.3	42.2-45.6	TBC
2.0 TSI 245 GTI Performance	241	154-155	6.2	36.7-37.7	TBC
2.0 TSI 300 4Motion R	296	155	4.6-5.1	32.5-32.8	TBC
1.6 TDI 115	113	123	10.2-10.5	50.4-55.4	TBC
2.0 TDI 150	148	133-134	8.6	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.4-7.5	48.7-52.3	TBC
e-Golf	134	93	9.6	TBC	0

Golf Estate 5dr estate £21,345–£36,835 ★★★★½
Practical load-lugging estate doesn't erode the well-rounded Golf package. **LxWxH** 4567x1799x1515 **Kerb weight** 1295kg

1.0 TSI 115	108	TBC	TBC	41.5-44.8	TBC
1.5 TSI EVO 130	128	131	9.5	43.5-47.1	TBC
1.5 TSI EVO 150	148	135	8.7	41.5-44.8	TBC
2.0 TSI 300 4Motion R	296	155	4.8	32.5-32.8	TBC
1.6 TDI 115	113	124	10.7	49.6-57.6	TBC
2.0 TDI 150	148	134-135	8.9	50.4-52.3	TBC
2.0 TDI 184 GTD	181	143-144	7.8-7.9	47.9-49.6	TBC

Golf SV 5dr MPV £21,000–£29,320 ★★★★☆
Probably the least appealing member of the Golf family but still resolute. **LxWxH** 4338x2050x1578 **Kerb weight** 1335kg

1.0 TSI 85	83	110	13.0	47.1-47.9	TBC
1.0 TSI 115	113	119	11.3	41.5-43.5	TBC
1.5 TSI EVO 130	128	126	9.6	41.5-45.6	TBC
1.5 TSI EVO 150	148	132	8.8	40.9-42.8	TBC
1.6 TDI 115	113	119	11.0	48.7-55.4	TBC
2.0 TDI 150	148	130	9.2	49.6-52.3	TBC

Passat 4dr saloon £23,495–£33,575 ★★★★☆
Lands blows on rivals with its smart looks, civilised refinement, quality and usability. **LxWxH** 4767x2083x1476 **Kerb weight** 1367kg

1.5 TSI EVO 150	148	135	8.6	43.5-47.1	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	49.6-50.4	TBC

Passat Estate 5dr estate £25,095–£35,175 ★★★★☆
All the Passat's redeeming features in spacious, practical estate form. **LxWxH** 4767x2083x1516 **Kerb weight** 1395kg

1.5 TSI EVO 150	148	135	8.6	38.7-44.8	TBC
1.6 TDI 150	148	135	8.9	49.6-53.3	TBC
2.0 TDI 190	188	146	8.1	47.9-51.4	TBC

Arteon 4dr saloon £33,320–£40,425 ★★★½☆
VW's flagship saloon is well-made and luxurious but rather bland to drive. **LxWxH** 4862x1871x1450 **Kerb weight** 1505kg

1.5 TSI EVO 150	148	137	8.9	39.2-40.4	TBC
2.0 TSI 190	187	149	7.5	TBC	TBC
2.0 TSI 272 4Motion	270	155	5.6	32.5-33.2	TBC
2.0 TDI 150	148	137	9.1	49.6-52.3	TBC
2.0 TDI 190	187	148	8.0	48.7-50.4	TBC
2.0 TDI 190 4Motion	187	145	7.8	43.5-44.8	TBC
2.0 BiTDI 240 4Motion	236	152	6.5	TBC	TBC

Touran 5dr MPV £24,045–£30,870 ★★★★☆
Dull overall, but it's a capable MPV, well-made and hugely refined. **LxWxH** 4527x1829x1659 **Kerb weight** 1436kg

1.0 TSI 115	113	119	11.3	39.2-41.5	TBC
1.5 TSI EVO 150	148	130	8.9	37.2-39.8	TBC
1.6 TDI 115	113	118	11.4	47.9-51.4	TBC
2.0 TDI 150	148	128-129	9.3	TBC	TBC

Sharan 5dr MPV £29,115–£39,350 ★★★★½
Full-sized seven-seater offers versatility, space, VW desirability and tidy handling. **LxWxH** 4854x1904x1720 **Kerb weight** 1703kg

1.4 TSI 150	148	123-124	9.9	31.4-35.8	TBC
2.0 TDI 115	113	114	12.6	TBC	TBC
2.0 TDI 150	148	123-124	10.3	39.8-43.5	TBC
2.0 TDI 177	175	132-136	8.9	39.8-40.4	TBC

T-Roc 5dr SUV £19,270–£31,050 ★★★★☆
VW's junior SUV is beguiling and sophisticated. It drives rather well, too. **LxWxH** 4234x1992x1573 **Kerb weight** 1270kg

1.0 TSI 115	113	116	10.1	43.5-44.8	TBC
1.5 TSI EVO 150	148	127	8.3	38.7-42.2	TBC
1.5 TSI EVO 150 4Motion	148	127	8.4	34.0-34.9	TBC
2.0 TSI 190 4Motion	187	134	7.2	34.0-34.4	TBC
1.6 TDI 115	113	116	10.3	49.6-50.4	TBC
2.0 TDI 150	148	124	8.6	48.7-50.4	TBC
2.0 TDI 150 4Motion	148	124	8.7	45.6-46.3	TBC

Tiguan 5dr SUV £23,990–£38,790 ★★★★☆
An improvement on the previous model and will continue to sell by the bucket load. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 130	128	119	10.2	39.8-40.9	TBC
1.5 TSI EVO 150	148	124	9.2	36.7-38.2	TBC
2.0 TSI 190 4Motion	188	131	7.9	39.2-42.8	TBC
2.0 TSI 230 4Motion	228	142	6.3	29.7-30.4	TBC
2.0 TDI 150	148	125-127	9.3	44.8-47.9	TBC
2.0 TDI 150 4Motion	148	124-125	9.3	39.2-42.2	TBC
2.0 TDI 190 4Motion	187	131	7.9	38.7-39.2	TBC

Tiguan Allspace 5dr SUV £30,095–£41,040 ★★★★☆
Has all the Tiguan's sensibility and refinement, now with the bonus of seven seats. **LxWxH** 4486x1839x1654 **Kerb weight** 1490kg

1.5 TSI EVO 150	148	123	9.5	35.3-35.8	TBC
2.0 TSI 190 4Motion	188	130	7.9	TBC	TBC
2.0 TDI 150	148	124-126	9.8	43.5-44.1	TBC
2.0 TDI 150 4Motion	148	123-124	9.9	38.2-38.7	TBC
2.0 TDI 190 4Motion	187	130	8.6	38.2-38.7	TBC

Touareg 5dr SUV £49,095–£58,295 ★★★★☆
Hints of ritziness and sportiness don't impinge on this functional luxury SUV's appeal. **LxWxH** 4878x2193x1717 **Kerb weight** 1995kg

3.0 V6 TDI 231	228	135	7.5	33.2-34.9	TBC
3.0 V6 TDI 286	282	148	6.1	32.8-34.9	TBC

VOLVO

V40 5dr hatch £23,995–£29,820 ★★★★☆
Not perfect, but handsome, well-packaged, pragmatic and likeable. **LxWxH** 4370x2041x1470 **Kerb weight** 1417kg

2.0 D2	116	118	10.5	47.9-56.5	TBC
2.0 D3	145	130	8.4	47.1-55.4	TBC
2.0 T2	119	118	9.8	38.2-42.8	TBC
2.0 T3	148	130	8.3	37.2-42.8	TBC

V40 Cross Country 5dr hatch £28,070–£29,819 ★★★★☆
Handsome hatchback gets a rugged makeover but loses some of its likeable nature. **LxWxH** 4369x2041x1439 **Kerb weight** 1428kg

2.0 D3	145	118	8.5	47.9-55.4	TBC
2.0 T3	148	130	8.5	37.2-40.9	TBC

S60 4dr saloon £37,920 ★★★★☆
Fresh-faced saloon now sits comfortably among the ranks of its German peers. **LxWxH** 4761x1916x1437 **Kerb weight** 1616kg

2.0 T5	248	145	6.5	35.3-39.8	152-155

V60 5dr estate £32,410–£41,460 ★★★★½
Spacious and comfortable, with a characterful, Scandi-cool design. **LxWxH** 4761x1916x1427 **Kerb weight** 1729kg

2.0 D3	147	127	9.5	45.6-55.4	TBC
2.0 D4	187	137	7.6	46.3-55.4	TBC
2.0 T5	246	145	6.7	34.0-38.7	TBC

V60 Cross Country 5dr estate £38,270 ★★★★☆
Brings extra ride height, all-wheel drive and off-road body cladding. **LxWxH** 4784x1916x1499 **Kerb weight** 1792kg

2.0 D4	187	130	8.2	42.8-47.9	TBC

S90 4dr saloon £36,120–£58,555 ★★★★☆
Volvo's mid-sized exec majors on comfort, style and cruising ability. **LxWxH** 4963x2019x1443 **Kerb weight** 1665kg

2.0 T4	185	130	8.7	33.2-37.7	TBC
2.0 T5	248	140	6.8	33.2-37.7	TBC
2.0 D4	185	140	8.2	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.0	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 5dr estate £38,120–£60,555 ★★★★☆
luxury estate takes on the 5 Series and the E-Class. Comfy and a good cruiser. **LxWxH** 4936x2019x1475 **Kerb weight** 1679kg

2.0 T4	185	130	8.9	33.2-37.7	TBC
2.0 T5	248	140	6.7	33.2-37.7	TBC
2.0 D4	185	140	8.5	43.5-50.4	TBC
2.0 D5 PowerPulse AWD	228	145	7.2	39.2-43.5	TBC
2.0 T8 Twin Engine AWD	310	155	4.8	97.4-117.7	TBC

V90 Cross Country 5dr estate £43,020–£57,935 ★★★★☆
Volvo's large comfy estate given a jacked-up, rugged makeover. **LxWxH** 4936x2019x1543 **Kerb weight** 1826kg

2.0 D4 AWD	185	130	8.8	40.4-43.5	TBC
2.0 D5 PowerPulse AWD	228	140	7.5	38.2-40.9	TBC
2.0 T5 AWD	250	140	7.4	30.4-32.5	TBC
2.0 T6 AWD	310	140	6.3	30.4-32.5	TBC

XC40 5dr SUV £29,910–£38,020 ★★★★☆
Volvo's take on the crossover aims to rival BMW, Mercedes and Audi. **LxWxH** 4425x1910x1658 **Kerb weight** 1626kg

T3	152	124	9.4	36.7-39.8	TBC
T4 AWD	185	130	8.5	32.8-35.3	TBC
T5 AWD	243	140	6.5	31.0-34.0	TBC
D3	145	124	9.8	44.1-51.4	TBC
D3 AWD	145	124	7.5	42.8-44.8	TBC
D4 AWD	185	130	7.9	39.8-44.1	TBC

XC60 5dr SUV £38,320–£60,670 ★★★½☆
Looks like a small XC90 and carries on where the old one left off. A good, capable cruiser. **LxWxH** 4688x1999x1658 **Kerb weight** 1781kg

2.0 D4 AWD	185	127	8.4	36.7-44.8	TBC
2.0 D5 PowerPulse AWD	228	137	7.2	35.3-40.4	TBC
2.0 T5 AWD	247	137	6.8	30.1-34.0	TBC
2.0 T8 Twin Engine	310	140	5.3	83.1-100.9	TBC

XC90 5dr SUV £51,860–£72,795 ★★★★☆
Clever packaging, smart styling, good to drive: Volvo's closest thing to a class-leader. **LxWxH** 4950x2008x1776 **Kerb weight** 1961kg

2.0 D5 PowerPulse AWD	228	137	7.8	34.0-36.7	TBC
2.0 T5 AWD	250	134	7.9	26.9-30.4	TBC
2.0 T6 AWD	310	143	6.5	26.2-28.8	TBC
2.0 T8 Twin Engine	310	140	5.6	74.3-83.1	TBC

VUHL

05 0dr open £59,995- £89,995 ★★★★☆
Mexican track-day special has a pleasingly pragmatic and forgiving chassis. **LxWxH** 3718x1876x1120 **Kerb weight** 725kg

2.0 DOHC Turbo	285	152	3.7	TBC	TBC
2.3 DOHC Turbo RR	385	158	2.7	TBC	TBC

WESTFIELD

Sport 2dr coupé £19,950–£35,800 ★★★★☆
Sport Turbo is very quick and fun but not a patch on the Caterhams. **LxWxH** TBC **Kerb weight** TBC

1.6 Sigma	135	TBC	TBC	TBC	TBC
1.6 Sigma	155	TBC	TBC	TBC	TBC
2.0 Duratec	200	TBC	TBC	TBC	TBC
2.0 Ecoboost	252	TBC	TBC	TBC	TBC

Mega 2dr coupé £14,999–£15,595 ★★★½☆
Mega engines make it rapid, but not as fun as Caterham's R range. **LxWxH** TBC **Kerb weight** TBC

1.3 Suzuki Hyabusa	177	136	3.0	TBC	TBC
2.0 VTEC S2000	240	TBC	TBC	TBC	TBC

ZENOS

E10 0dr coupé £26,995–£39,995 ★★★★½
The latest in a long line of mid-engined British marvels. Expect a dedicated following. **LxWxH** 3800x1870x1130 **Kerb weight** 700kg

2.0 Ecoboost S	250	145	4.0	TBC	TBC
2.3 Ecoboost R	350	155	3.0	TBC	TBC

WHAT'S COMING WHEN

Lexus UX
On sale March, price £33,900

While Nissan's Infiniti brand has quit the European market, Toyota's Lexus division is showing that a luxury Japanese marque can find a place over here. The UX small SUV is the firm's BMW X1 and Audi Q3 rival, and comes with distinctive styling and an efficient petrol-electric hybrid powertrain. Our first drive showed that it isn't quite as sharp as others to drive, but it provides a refreshingly different option for those looking to stand out.

MARCH
Audi S6, S7, **BMW** 3 Series, **Honda** HR-V facelift, **Hyundai** i30 Fastback N, **Jaguar** F-Pace SVR, **Kia** e-Niro, **Lamborghini** Huracán Evo, **Lexus** UX, **Mercedes-AMG** GT 4-Door Coupé, **Mercedes-Benz** B-Class, **Renault** Mégane RS Trophy, **Toyota** Corolla

APRIL
BMW 7 Series facelift, 8 Series cabriolet, X2 M35i, X7, **Jaguar** XE facelift, **Mazda** 3, **McLaren** 720S Spider, **Range Rover** Evoque, **Skoda** Scala, **Toyota** RAV4

MAY
Audi A4 facelift, R8 facelift, **Bentley** Continental GTC, **DS** 3 Crossback

JUNE
Audi Q4, Q7 facelift, SQ2, **Lexus** RC and RC F facelift, **Peugeot** 508 SW

JULY
Aston Martin DBS Superleggera Volante, **Audi** RS6 Avant, RS7, SQ8, **BMW** 330e and M340i, X3 and X4M, **Ford** Ranger Raptor, **Mercedes-Benz** GLC and GLC Coupé facelift, GLS, **Tesla** Model 3, **Toyota** Camry

AUGUST
Bentley Bentayga Speed, **Ford** Focus ST, **McLaren** 600LT Spider, **Mercedes-Benz** EQC, **Renault** Zoe, **Skoda** Kamiq, **Toyota** Corolla Trek, **Vauxhall** Corsa, **VW** Golf GTI TCR

SEPTEMBER
Aston Martin DBX, **Audi** E-tron Sportback, **Hyundai** Ioniq facelift, **McLaren** Senna GTR, **Mercedes-Benz** CLA Shooting Brake, **Nissan** Juke, **Porsche** 718 Cayman GT4, Taycan, **Range Rover** Velar SVAutobiography, **Skoda** Superb, **Toyota** Supra, **Volvo** XC90 update, **VW** Passat facelift

OCTOBER
Aston Martin Valkyrie, **Bentley** Bentayga Hybrid, **BMW** 1 Series, 8 Series Gran Coupé, **Ford** Mondeo, **Jaguar** XF, **Kia** Ceed PHEV, **Land Rover** Discovery Sport facelift, **Mercedes-Benz** V-Class, **Peugeot** 3008 PHEV, 508 PHEV, **Vauxhall** Astra facelift, Vivaro, **VW** T-Roc R

NOVEMBER
Aston Martin Rapide E, **Bentley** Flying Spur, **BMW** M8, X6 and X6 M, **Kia** Xceed, **Mazda** CX-3, **Mercedes-AMG** A45, **Mercedes-Benz** GLE Coupé, **Peugeot** 208 and 208 Electric, **Polestar** 1

DECEMBER
BMW 2 Series Gran Coupé, X3 PHEV, **Borgward** BX5, BX7, **Honda** e prototype, **Kia** Soul EV, **Mazda** CX-30, **Mercedes-Benz** GLB, **Mini** Cooper SE, **Tesla** Model Y, **Vauxhall** Grandland X PHEV

2020
Alfa Romeo Tonale, **Audi** E-tron GT, Q4, Q4 E-tron, RS Q3, RS Q5, **Bentley** Continental GT V8 and GTC V8, **BMW** iX3, M3, M4, **Cupra** Formentor, **Fiat** 500, 500e, **Hyundai** i20 N, **Jeep** Compass PHEV, Renegade PHEV, **Land Rover** Defender, **Maserati** Alfieri, **McLaren** Speedtail, **Mercedes-Benz** S-Class SL, **Mini** Electric, **Peugeot** 2008, 508 Peugeot Sport Engineered, **Pininfarina** Battista, **Polestar** 2, **Rolls-Royce** Ghost, **Seat** el-Born, Leon, **Skoda** Octavia, Vision iV, **Toyota** Corolla GR Sport, **Vauxhall** eCorsa, **VW** Golf Mk8, ID hatch

Matt Prior

TESTER'S NOTES

Audi TT concept of 1995 caught the imagination

I still remember the first time I drove an Audi TT. Not because it was a particularly exciting drive or because I went somewhere extraordinary. In fact, beyond knowing it wasn't to the north of Scotland or across Route 66, I don't recall exactly where I got in it, when it was, where I went or how long it took.

But what I do distinctly remember is being wowed by its fantastic, immersive interior design: the letterbox view outwards; the cocooning high window line; the industrial/nautical inspiration for it all that meant it had air vents that looked like portholes and slabs of aluminium (real or, more likely, not) doing a decent job of looking like structural components.

Because, remember, Audi's range at the time comprised the A3, A4, A6 and A8. It wasn't a bad-looking line-up; the first-generation A4 (1994) had started something interesting, and the '98 A6 was quite elegant – the first car I remember, too, having little red ambient lights in the roof, to cast a warm glow over the interior. But none of them was the TT.

> "There are 'emotional discussions' in Audi's boardroom about the TT's future"

Nothing was quite like the TT, even though there were other good-looking, even outlandish, cars at the time. There was the Ford Puma, the Alfa Romeo 156, and the '90s was a decade that brought with it the Fiat Coupé and Alfa Romeo GTV.

Nonetheless, the TT came as a bit of a shocker. There was the mid-decade TT concept, photographed apparently inside a massive turbine hall or something. And then pop: there it was on sale, looking, if anything, better than the concept.

So we bought them. We bought loads of them. Loads to the extent that I wonder whether the TT was the car that taught Audi it could do well filling what had previously been thought of as niches. By the end of the first-generation TT's production run, in 2006, Audi had added its first Q model, the R8 and Allroad models to its range. And the A2, of course, which had been and gone. Shame.

But now, three generations down, apparently it's the TT that's under threat, seemingly because we've stopped buying it in big enough quantities. It'll go on until 2022 but, in the same two-door form, possibly no longer than that.

Which would be a pity because, what with the Porsche Cayman, Toyota GT86/Subaru BRZ, Toyota Supra and Alpine A110, the small-coupé market has seldom looked quite so compelling.

Perhaps that's part of the problem: we're buying those, or hot hatchbacks, and not TTs. And, while I couldn't honestly implore you to buy a TT over a great-driving coupé, if the choice is the Audi or a hatchback, do buy the TT. If nothing else, it'll be lower, lighter, more compact and a lot more interesting.

And this, I think, is important. The Toyota GT86/Subaru BRZ look like they'll be replaced like-for-like, even though – how to put this? – I don't think it's Toyota's most profitable vehicle. But I think Toyota's bosses know, at the moment, anyway, that making interesting cars is good for the wider business.

There are "emotional discussions" in Audi's boardroom about the TT's future. I hope they go its way because an Audi range without the TT would only be a little per cent smaller, but a big per cent duller.

Mk1 TT was a feat of interior design

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ESTABLISHED 1895

The Autocar

When in Rome...

Confusion over Brentry

12 July 1975

THE PAST THREE years in the UK have been a shared nightmare of bitterness and confusion over the vote to leave the European Union.

The atmosphere in 1975 after we voted to stay in the bloc's forebear, the European Community, having joined it in 1973, wasn't as acrid (67% voted remain), but there was still a lack of clarity over the future.

Autocar detailed this just after the referendum; we didn't even know if we'd be forced to drive on the right, let alone adopt EC driving standards, vehicle design laws, signage or units of measurement.

Adding to this was the overlap between the standards of the EC and UN Economic Commission for Europe (ECE): the little e and big E.

And while many experts were frustrated by perceived slowness of the EC's operation, others saw it myopically rushing things through.

Sounds like a right nightmare.

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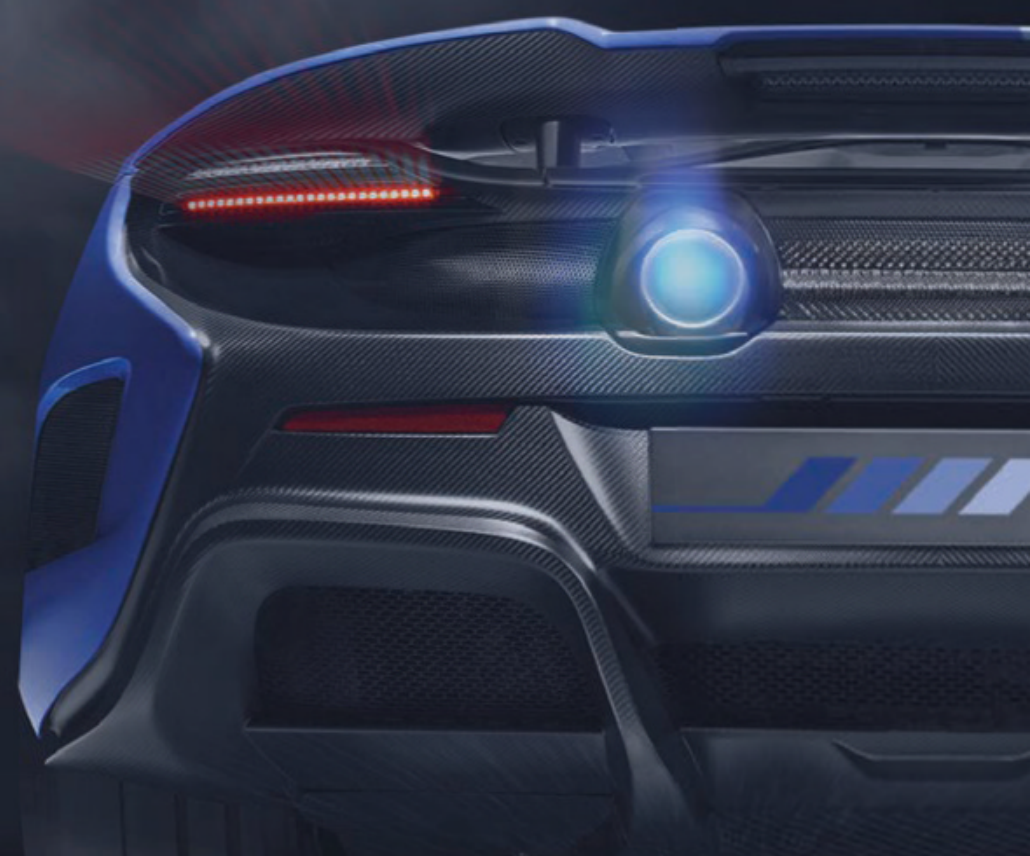

THE ULTIMATE IN PERFORMANCE UPGRADES

AT DMS AUTOMOTIVE WE'VE BEEN UNLEASHING AUTOMOTIVE PERFORMANCE FOR OVER 20 YEARS

DMS F10 M5 (**EVO** DEC '15) "730BHP, 200MPH+ TYRE-SHREDDING MONSTER"
DMS MCLAREN 650S (**EVO** OCT '15) "REAL MUSCULARITY AND THE STRENGTH OF THE MID-RANGE IS STAGGERING"
DMS M2 (**EVO** SEPT '15) "MORE POWER DOES MEAN MORE FUN"
DMS 1M (**EVO** MARCH '12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"
DMS 997 TURBO 3.8 PDK (**EVO** JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"
DMS SL65 BLACK SERIES (**EVO** OCT'10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"
DMS 135i (**BMW CAR** MAY '09) THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"
DMS 997 TURBO 3.6 (**EVO** SEPT '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

BELOW IS A SMALL SELECTION OF OUR MORE POPULAR UPGRADES:

AUDI
RS6 4.0 T V8 » 700+BHP (+DE-LIMIT)
RS6 V10 » 680+BHP (+DE-LIMIT)
2017 R8 V10 » 650BHP (+DE-LIMIT)
R8 V10 » 592+BHP (+DE-LIMIT)
RS4/RS5 » 488+ BHP (+DE-LIMIT)
RS3/TTRS » 420+ BHP (+DE-LIMIT)
RS3/TTRS (NEW) » 480+ BHP (+DE-LIMIT)
S3 / GOLF R » 375+ BHP (+DE-LIMIT)
3.0TDI (ALL MODELS) » 315+ BHP
3.0 BI-TDI (ALL MODELS) » 380+ BHP
Q7/A8 4.2 TDI » 400+ BHP

BMW
M2 » 435BHP (+DE-LIMIT)
M3/M4 » 540+BHP (+DE-LIMIT)
M5/M6 » 730+BHP (+DE-LIMIT)
X5M/X6M » 730+BHP (+DE-LIMIT)
X5M50D/X6M50D » 450BHP
M135I/M235I » 410+BHP
i8 » 415BHP
120I/220I/320I/420I » 275+BHP
116D/216D/316D » 160BHP
118D/218D/318D » 225BHP
120D/220D/320D/420D » 240BHP
328I/428I » 295BHP
335I/435I » 410+BHP
330D/430D/530D/730D » 360BHP
335D/435D/535D » 395+BHP
550I/650I » 555+BHP (+DE-LIMIT)
640D/740D » 395BHP (+DE-LIMIT)
X530D/X630D » 360BHP
X540D/X640D » 395BHP

MERCEDES-BENZ
A45/CLA45 AMG » 420+BHP
AMG GT/GTS » 560BHP (+DE-LIMIT)
C43/E43/GLC43 AMG » 455BHP
C63/63S 4.0T AMG » 620+BHP
C63 6.3 AMG » 530+BHP
500 4.7 BITURBO (ALL MODELS) » 498+BHP
63 AMG 5.5 BITURBO (ALL MODELS) » 700+BHP
55 AMG KOMPRESSOR » 600+BHP (+DE-LIMIT & SUSPENSION LOWERING)
S65 » 780BHP (+DE-LIMIT)
SL65 AMG » 690BHP (+DE-LIMIT)
SL65 BLACK » 720BHP (+DE-LIMIT)
SLK 55 AMG » 420BHP
200 CDI (ALL MODELS) » 173BHP
220 CDI (ALL MODELS) » 230BHP
250 CDI (ALL MODELS) » 260BHP
C300 HYBRID » 285BHP
C300E » 350BHP
C400/E400 » 400BHP
350 CDI (ALL MODELS) » 315BHP
420/450 CDI (ALL MODELS) » 358BHP

ALL 2017 RANGE ROVERS AVAILABLE
RR 50SC/SVO/SVR STAGE1 » 600+BHP
RR 50SC/SVO/SVR STAGE2 » 650+BHP
2.0/2.2 DIESEL (ALL MODELS) » 220+BHP
RR 4.4 TDV8 » 395 BHP
RR TDV6 3.0D » 305+ BHP
RR SDV6 3.0D » 350+BHP
DEFENDER 2.2 » 180BHP

PORSCHE
996 TURBO/GT2 » 600+ BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
997 TURBO/S 3.8 INC PDK » 611 BHP
997 GT3 RS » 480 BHP
991.2 GT2 RS » CALL
991 TURBO/S (ALL MODELS) » 750+BHP
991 GT3 3.8 (ALL MODELS) » 490+BHP
991 GT3 RS 4.0 (ALL MODELS) » 525+BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA GTS » 435 BHP
991 CARRERA (ALL MODELS) » 500+BHP
991 CARRERA S (ALL MODELS) » 500+BHP
991 CARRERA GTS (ALL MODELS) » 540+BHP
BOXSTER/CAYMAN 718 GTS » 420+BHP
BOXSTER/CAYMAN 718 S » 420+BHP
BOXSTER/CAYMAN 718 » 380+BHP
BOXSTER/CAYMAN 981 GT4 » 430+BHP
BOXSTER/CAYMAN 981 GTS » 375+BHP
BOXSTER/CAYMAN 981 S » 345+BHP
CAYENNE GTS » 450 BHP
CAYENNE TURBO 4.5 » 565+ BHP
CAYENNE TURBO 4.8 (ALL MODELS) » 650+ BHP
CAYENNE TURBO S 4.8 (ALL MODELS) » 650+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE 3.0 DIESEL » 318+ BHP
MACAN S » 420+BHP
MACAN GTS » 440+BHP
MACAN TURBO (ALL MODELS) » 480+BHP
MACAN S DIESEL » 318+BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 305+ BHP

EXOTIC / MISC
FERRARI CALI T » 660BHP
FERRARI F12 » 780+BHP
FERRARI 599 » 647 BHP
FERRARI 488 » 750+BHP
FERRARI 430 » 525 BHP
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MCLAREN 675LT » 750BHP
MCLAREN 570/S » 680+BHP
AVENTADOR » 750+BHP
HURACAN LP610 » 650BHP
GALLARDO LP560 » 600+BHP
BENTLEY 4.0 T V8 » 700BHP
BENTLEY GT/F-SPUR » 680BHP
GT SPEED / SUPERSPORT » 690+BHP
BENTAYGA W12 » 700+BHP
MASERATI GHIBLI 3.0S PETROL » 470 BHP
MASERATI GHIBLI 3.0 PETROL » 400 BHP
MASERATI GHIBLI 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP

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